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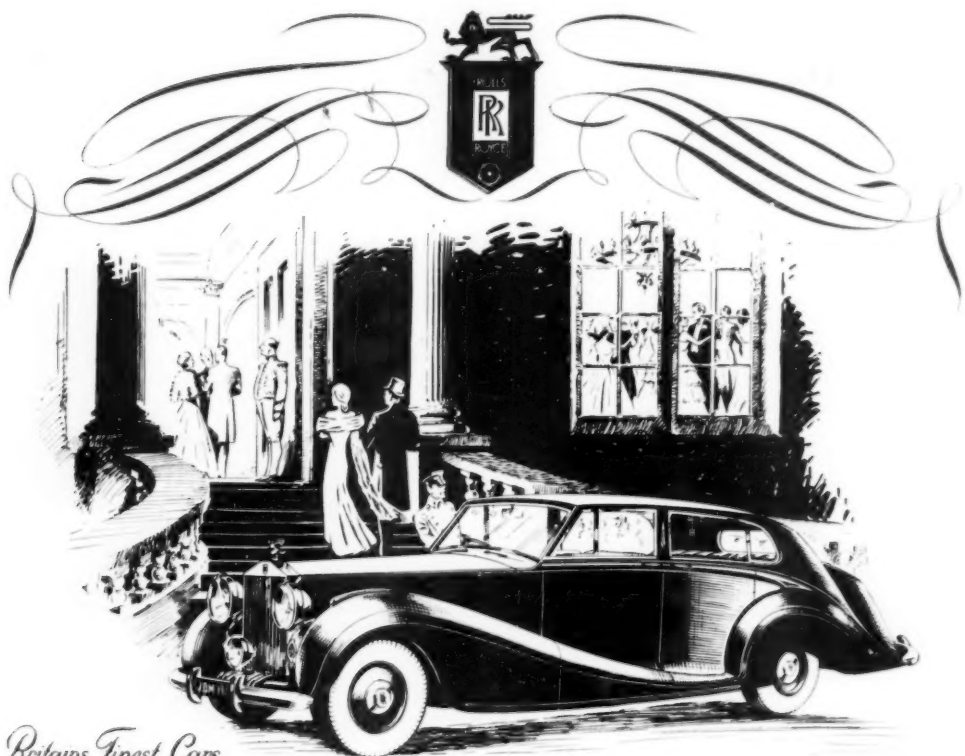
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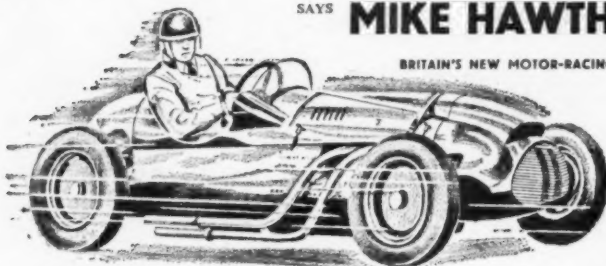


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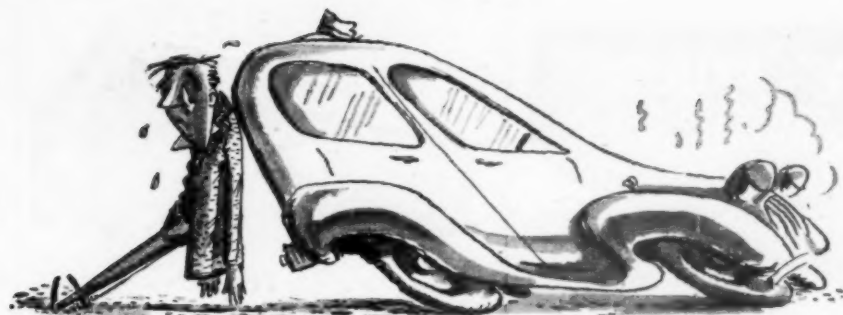
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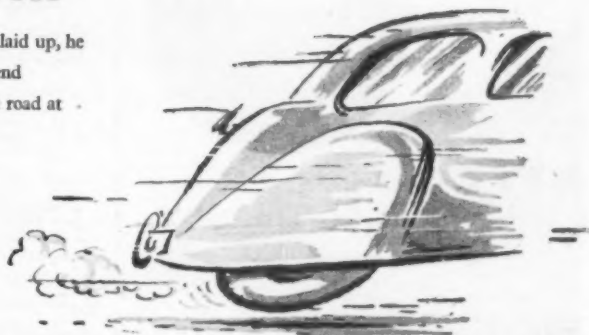
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let's get back to horses

This woebegone chap doesn't like cars. Always laid up, he says. Throwing good money after bad. You spend pounds on repairs and you still get stuck on the road at midnight. Give me a horse any day, he says.



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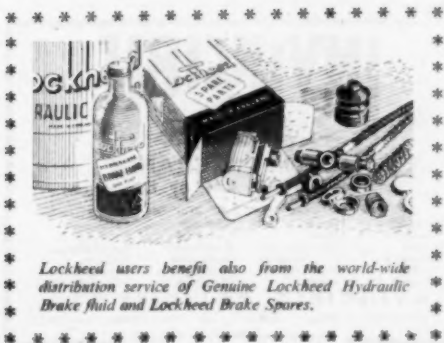
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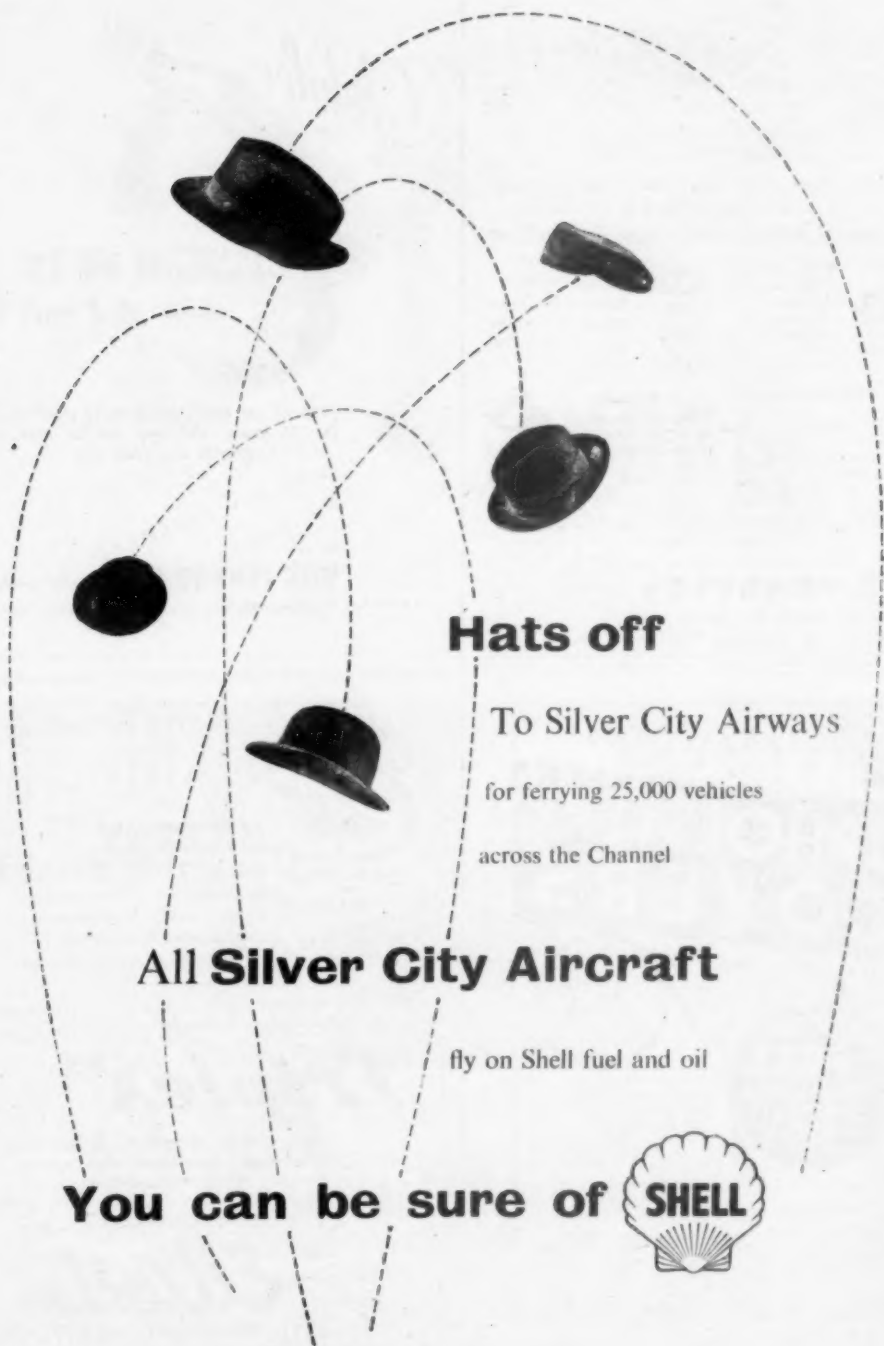
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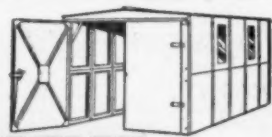
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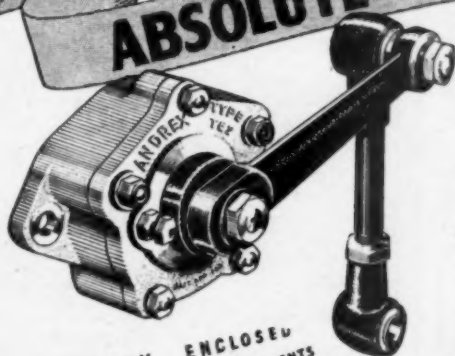
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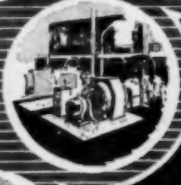
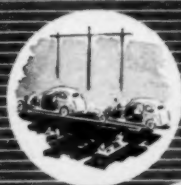
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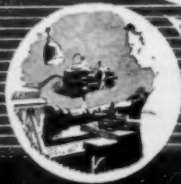
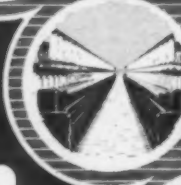
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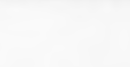
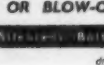
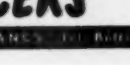
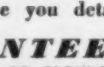
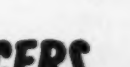
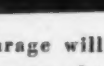
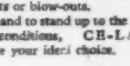
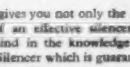
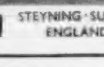
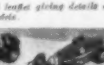
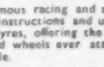
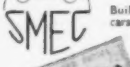
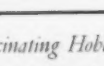
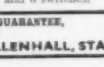
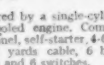
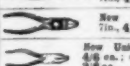
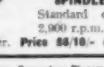
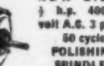
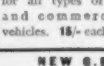
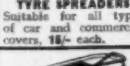
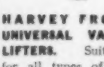
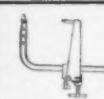
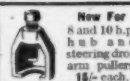
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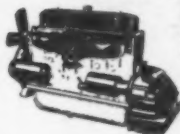
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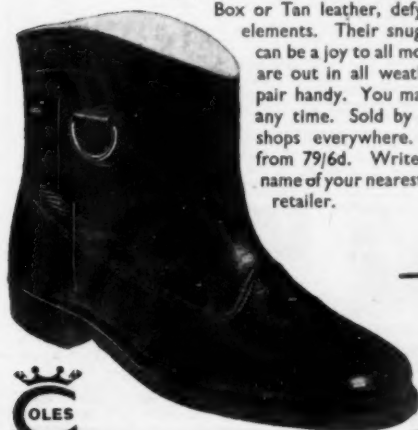
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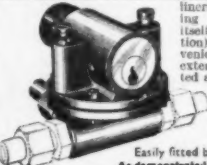


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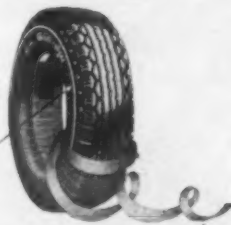
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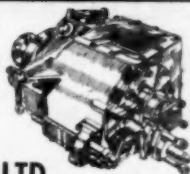
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The Autocar

FOUNDED 1895

No. 2966

FRIDAY, OCTOBER 3, 1952

Vol. XC VII

Back Seat?

PERHAPS the most interesting figures contained in the Society of Motor Manufacturers and Traders' statistical review of the year 1951 (reviewed on another page) are in the tables for France and Germany under the heading "Production by Make." In each of the two tables one figure leaps into prominence.

Out of a total car production of 319,881 in France, 103,774 were Renaults—32 per cent; of a total car production of 257,417 in Germany, 96,685 were Volkswagens—36 per cent. By reference to a further table, it can be asserted that virtually all of the Renaults were the 760-750 c.c. model, with the result that the interesting fact obtrudes that one-third of the production of the two major car-producing countries of the European Continent is composed of rear-engined cars.

It would be easy to jump to the conclusion from this that the power unit has, so to speak, taken a back seat; this would, however, be disregarding at least one important influence. In the severe shortage of cars immediately after the war the rear-engined Renault and Volkswagen were amongst the first cars to be made available in any number, with the result that any prejudice that buyers may have had against the rear engine was overwhelmed by their desire for a car. Nevertheless it is quite plain that very little prejudice indeed can remain against this logical positioning of the engine, either in the home countries of the examples mentioned or elsewhere, foreign demand for the Volkswagen, in particular, being considerable; here again, its price and service facilities should be given their true evaluation.

The chief advantages of a rear engine are economy of material and a flat floor for the body; the chief disadvantages are weight distribution and cooling. Both the water-cooled Renault and the air-cooled Volkswagen suggest that these are by no means insuperable.

All in all, we feel that it is fair to say that in the smallest cars the rear engine has probably begun to oust the forward-mounted example; that what prejudice existed against rear engines has disappeared on the Continent, at least; and that manufacturers thinking in terms of small cars in Britain should pay heed to the Continental figures. It may be that the front engine in these categories is becoming obsolescent unless it is used to drive the front wheels.

Migration Time?

KEEN motorists, driving purposefully home of a Friday to armchair, tea, and *The Autocar*, find renewed the interest in ornithology which led to a protest in these columns some months ago. For this is the season of bird migration, when swallows assemble by courtesy of the G.P.O. and when the lesser lapwing—or is it the bigger buzzard?—flies in from Norway with frost on his wings, and, maybe, snow on his boots.

However, the motoring student concentrates on more colourful quarry—the reds, yellows and greens of plastic canaries, teetering to and fro in the back windows of vehicles through which he tries in vain to see the road ahead. Is there any chance, he asks, that these birds, too, will take wing for distant lands, and leave the road to emptiness and me? Alas, the elegy also appears in vain, for the birds bob on and the autumn equinox comes and goes, only to show that the bird-fancier has, after all, licensed his car for the winter. The middle of the road has gone.

There have been attempts to defend these manifestations of the child mind, presumably on the grounds of live and let live, but the fact remains that the law calls for all glass to be maintained in such a condition as not to obscure the vision of the driver. Ornaments in windscreen or window are an obstruction to vision, and those in the rear window not only obstruct the vision to the rear of the driver of the car concerned, but also that of the following driver who wishes to see what lies farther ahead. We submit, quite seriously, that owners would be well advised to remove these objects. They may be regarded as one of the signs of the incompetent and irresponsible driver.

The CONTINENTAL CHALLENGE



*Recent Developments in
Designs for Sports Car
Racing and Formula 2
Events: British Contender
for 1954 Formula 1*

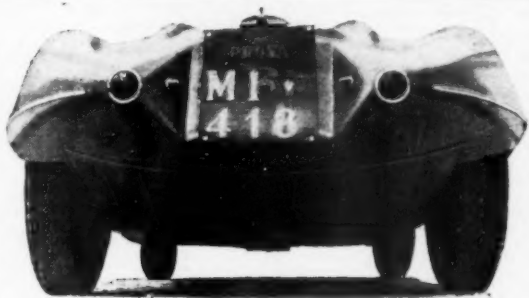
AS the 1952 sporting season draws to its close, it would appear that the real battle for supremacy in international sports car racing lies between the British Jaguars, the German Mercedes-Benz and the Italian Ferraris, but a glimpse of an important new challenger was provided by the release of preliminary details of a new sports-racing car of very unusual design which Alfa Romeo have in preparation and which was briefly referred to in *The Autocar* of June 13.

This car has been nicknamed the *Disco Volante* or "Flying Saucer," from the peculiar bi-convex shape of its streamlined bodywork, which was developed by Alfa Romeo in the wind tunnel and built to their designs by Carrozzeria Touring. The two-seater sports body comprises a slim aerofoil section tapered away at the edges. It curves gently not only on its top surface, but also underneath, and in the end elevation it is symmetrical about a horizontal axis some 5in above the wheel centres. It adheres to the classic streamlined form in longitudinal profile and in the plan view appears as a modified tear-drop. The only excrescences are the windscreen, the blisters covering the wheels, two small fairings behind the heads of the occupants and the exhaust system. The body is inclined downwards very slightly towards the front and in the prolonged test running which has been carried out by the racing driver Sanesi at Monza it is said to have shown extraordinary speed and stability.

Long-term Planning

The coachwork is in the form of light alloy panels on a very unusual framework of light steel tubes, while suspension and steering are derived from the current Alfa Romeo 1900C sports model. It was expected that two of these cars would appear at Le Mans, but development had not reached the stage where the Alfa Romeo company felt justified in letting them run. A vast amount of work is being done behind the scenes, however, and reports from correspondents of *The Autocar* show that six cars have been made. Four of them have 3-litre six-cylinder engines and two are slightly smaller models, identical in general outline but shorter in the wheelbase and fitted with a special version of the Alfa Romeo 1900 2-litre engine. A shop in the works at Milan has been set aside for these cars and development work is going on continuously, so that when they make their racing debut next season they will present a very formidable challenge indeed.

The 3-litre engine with twin overhead camshafts, driven by chains, is similar in general layout to the 2-litre 1900 engine, but it is not a brand-new unit. It first appeared in



A serious bid for supremacy in the international sports car races of 1953 is being prepared at leisure by Alfa Romeo. At the top is Sanesi preparing for a test run in one of the six Flying Saucers already built. The lower picture shows the careful streamlining of the underside with an under shield which completes the bi-convex shape of the new Alfa Romeo sports-racing car. Below is an overhead view which does justice to the extraordinarily smooth nose contours.





The form of the Alfa Romeo "Flying Saucer" is well shown in this view. It also emphasizes the unusual placing of the doors, which are hinged to open upwards. The coachwork was built to Alfa Romeo designs by Carrozzeria Touring.



Colombo, designer of the *Disco Volante*, looks on while a mechanic attends to the three carburetors of the six-cylinder 3-litre engine. The float chambers are vented to the pressure duct which collects air from the front of the car.

an experimental sports coupé based on the chassis of the Alfa Romeo 2,500, and Sanesi drove it in the Mille Miglia over a year ago. Unfortunately, the roof line was so low that he was knocked unconscious while doing about 120 m.p.h. near Ferrara. The car was wrecked and Sanesi was in hospital for several months as a result. This is the engine which now appears in the *Disco Volante*. It has three horizontal twin-choke Weber carburetors. Bore and stroke are 82.5 x 92 mm, giving a swept volume of 2,995 c.c.; and on a compression ratio of 8 to 1 the output is said to be very nearly 200 b.h.p. The weight of the complete car is said to be only 1,670 lb and the maximum speed is reported to be slightly over 153 m.p.h.

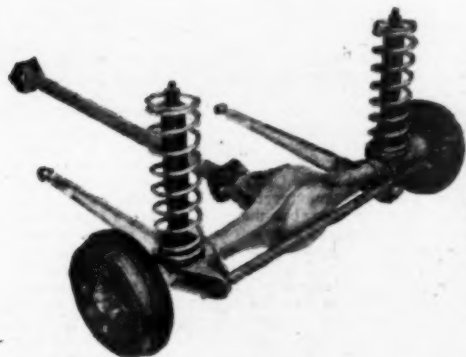
Steel Tube Frame

Particular interest naturally attaches to the chassis-body frame as one of the main items on which weight has been saved. There are four main tubes, two running back from the upper wishbones of the front suspension, sweeping outwards to embrace the cockpit and then converging towards

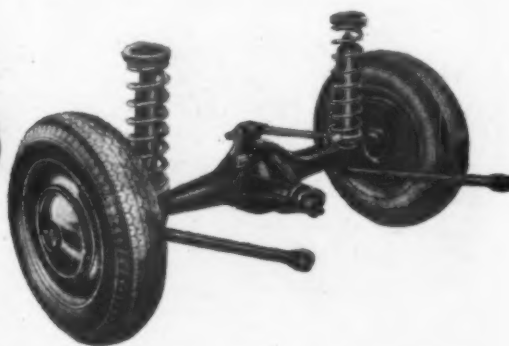
the rear, while the other two run straight back from the lower wishbones under the floor of the cockpit and slope upwards towards the rear. Other tubes provide reinforcement at the scuttle and behind the two seats, further tubes of smaller diameter being added to support the body panels, which are quickly removable.

The brakes have Al-fin drums with radial fins designed to promote a flow of cooling air by centrifugal action, and there are four shoes per wheel, the hydraulic actuation system being supplied by Girling. The peculiar shape of the *Disco Volante* should promote a considerable flow of air under the car with a consequent improvement in brake cooling.

Much work is at present concentrated upon the development of the cooling system, some of the cars having header tanks on the scuttle in order to reduce radiator height, in the way which has been tried out on other sports-racing cars during the year. Another feature is a pressure air intake for the carburetors, air being led from an intake behind the radiator grille through a large-bore pipe to the carburettor intakes. This method was used on the Alfa Romeo



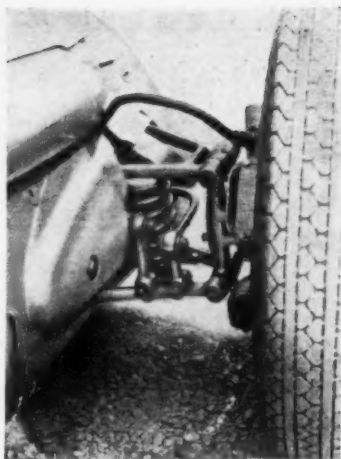
The original Alfa Romeo 1900 saloons, first revealed two years ago, had this rear suspension with light alloy radius arms, coil springs and a Panhard rod to locate the axle. Some wheel patter was experienced with this layout when cornering fast.



The latest 1900 Alfa Romeo saloon, in common with the short chassis sports model and the new *Disco Volante* sports-racing cars, has this revised rear suspension layout with tubular steel radius arms and two short central arms to give a parallelogram effect.

THE CONTINENTAL CHALLENGE continued

On the right are two photographs which show the front and rear suspension of the new formula 2 Maserati racing car, which has provided the end-of-season sensations in Grand Prix racing. Front suspension is by coil springs and wishbones with an anti-roll bar. There is also an anti-roll bar at the rear, suspension in this case being by quarter-elliptic springs and radius arms with a conventional solid axle.



1900 cars entered by the works in this year's Mille Miglia race and is giving good results on the new experimental models. An increase of as much as seven to ten per cent in power is thought to be attainable by this means at high speeds, although admittedly at the cost of some sacrifice in flexibility. It has been found desirable to vent the carburettor float chambers to the air intake trunk in order to equalize the pressure.

Two Sizes in Action

Development running on the two smaller *Disco Volante* cars with the 2-litre engines has already begun. The engines are credited with an output of 128 b.h.p. and the maximum speed of the cars so equipped is given as approximately 134 m.p.h., which would make them faster than some of the formula 2 single-seater racing cars running this season.

The rear suspension layout on the *Disco Volante* resembles that used on the short-chassis Alfa Romeo 1900 sports

models, and is different from that originally employed on the saloons. The first layout comprised light alloy radius arms and a transverse Panhard rod, but it was found that a certain amount of wheel patter was experienced when cornering fast. The revised layout was introduced on the sports cars and is now used on all cars, including the saloons. The axle is located by two tubular steel radius arms, and by two short diagonal arms which meet at a central pivot above the differential housing. This gives a modified parallelogram linkage and has considerably improved the road holding.

The location of the rear axle by some sort of triangulated linkage at the centre seems to be gaining in popularity on fast cars which are not fitted with independent rear suspension. One interesting example is to be seen on the De Dion axle of the S.I.A.T.A. sports-racing chassis which is being made in Italy with modified Chrysler V-eight power units, for export to America. This particular layout is also noteworthy because additional location of the axle beam is provided by laminated radius arms similar to those used on the Fiat 1400 and the new 1900 described elsewhere in this issue.

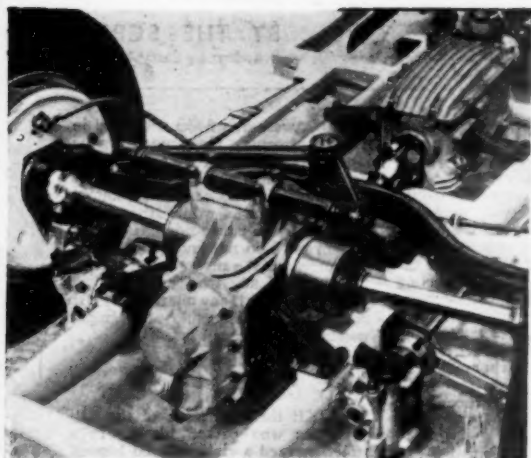
The Latest Maserati

The scale of activity which is being concentrated on the preparation of the new team of sports cars at Alfa Romeo suggests that the factory regards sports car racing as of more immediate interest than Grand Prix racing for the time being, but the Italian supremacy in this type of racing, for so long ably upheld by Ferrari, has recently received valuable support from the appearance of the new formula 2 Maserati, while brief appearances of the latest Osca, designed by the Maserati brothers, suggests that here is another powerful contender for next season. The Maserati factory is now controlled by the Orsi family, who have concentrated on the company's commercial activities to the exclusion of racing for some time, but the new car with a six-cylinder in-line twin overhead camshaft engine has already pressed the Ferraris hard in two races in the hands of Gonzalez, and in some circumstances appears to be faster than the current four-cylinder Ferrari. The suspension is on conventional Maserati lines with double wishbones and coil springs at the front, and quarter-elliptic springs and radius arms at the rear, but an unusual feature is the use of anti-roll bars both at the front and at the rear of the car, as shown in two of the illustrations.

One of the most promising British projects to meet these Italian challengers in formula 2 racing next season is, of course, the E.R.A., which has made only a few appearances this season and was obviously not in a condition to

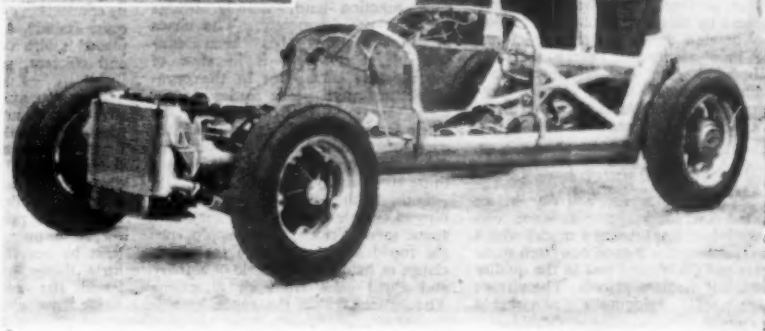
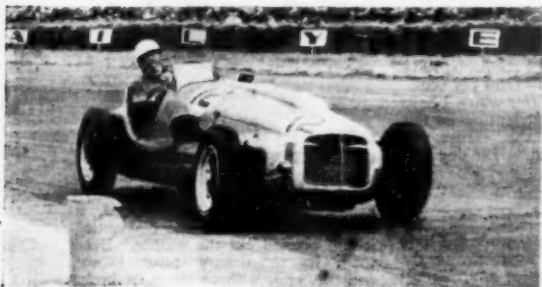


Gonzalez in his usual determined attitude takes the latest twin-camshaft, six-cylinder Maserati with dual ignition round a corner during one of the races where it proved itself a serious challenger to the hitherto unbroken supremacy of the four-cylinder Ferraris.



Another example of the way in which a central triangulated linkage is being employed for axle location on fast sports-racing cars is this De Dion rear end of the beautifully constructed S.I.A.T.A. chassis designed in Italy for sports car racing in America. Suspension is by torsion bars, but the layout also incorporates flexible laminated radius arms.

show its best form. The main feature of this design is the extensive use of light alloys, the frame being built up of oval and circular magnesium alloy tubes of large cross section but extremely light weight. The front suspension is by coil springs and wishbones and there is a De Dion axle at the rear with trailing arms and coil springs. For



initial running the car has been equipped with a Bristol 2-litre six-cylinder engine and gear box, the engine being mounted at the front, while the gear box is grouped with the final drive at the rear. As the photograph of Stirling Moss in action shows, the driver sits low down alongside the transmission on the right-hand side of the car and the body is considerably wider than on other formula 2 racing cars now running. It is no secret that this chassis, although at present running with a 2-litre engine, is designed to cope with power outputs in the region of 300 b.h.p., and a new twin overhead camshaft power unit is at present being constructed by English Racing Automobiles in the hope of providing Britain with a serious contender in the new No. 1 International Racing Formula which comes into effect in 1954.

For formula 2 racing, the Bristol engine used in the E.R.A., as in the Cooper-Bristol and the Frazer-Nash, is now being made to produce about 135 b.h.p., an excellent achievement when it is considered that the pre-war B.M.W. sports car engine, from which it was developed, was originally rated at barely 80 b.h.p. A great deal of development work has been necessary to raise the output to the present figure, but, of course, this remains a fairly long-stroke engine with push-rod-operated valve gear, the inertia effects of which cannot be ignored at very high speeds. Moreover, the crankshaft was not proportioned with Grand Prix racing in mind, though good results are being obtained from a rather stronger shaft which has recently come into use. On the E.R.A., the engine is provided with dry sump lubrication. In common with the Cooper-Bristol and Frazer-Nash, the E.R.A. also uses rack and pinion steering.

The first reports of its behaviour are favourable and Stirling Moss has already expressed the opinion that it handles better than any other racing car of its size which he has ever driven.

The latest E.R.A., one of the most serious British racing cars in preparation for future Grand Prix events, is seen (left) in the hands of Stirling Moss during one of its brief 1952 appearances. Below: Leslie Johnson, owner of E.R.A., Ltd., discusses with Stirling Moss (left) and (right) Raymond Baxter, the design of the chassis in a scene from the new Shell and B.P. film "Looking Ahead". This is the first published picture to reveal the layout of the chassis frame, which is constructed from magnesium alloy tubing.

Disconnected Jottings

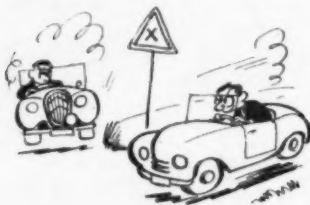
BY THE SCRIBE

Drawings by Barry Appleby

Right-hand

THE right-hand rule which applies in France, and elsewhere on the Continent, is often quoted as an excellent device which might well be adopted here. Certainly it seems to work quite well on the Continent, although the assumption that it is going to in every case is a rash one. As far as it is of interest, I do not think that our volume of traffic would permit its adoption in this country, and it seems that the French themselves are having second thoughts, as was disclosed in a recent news item in this journal.

My opposite number in *Equipe*, the French sporting journal, dwells at some length on the new proposals for the use of the right-hand rule, which provide that when two drivers simultaneously approach a junction on different routes the one coming from



Cede passage.

the left must cede passage to the other. What, he asks, is the nature of the simultaneity? Time, or space? Are not drivers likely to accelerate in order to arrive simultaneously at a cross-roads, thereby causing accidents?

My contemporary voices astonishment at the imprecision involved in the wording: "Approach a crossing simultaneously"—does it mean that each should be fifty metres away from the intersection when this legal point is judged, or that the judicial moment is the moment of collision? He suspects that a little imprecision has been deliberately allowed to remain in order that the judgment is left, in the end, to the magistrates, and the doubts expressed by this commentator are salutary in view of the impression left on the brief visitor to France that the right-hand rule is uniformly good. Such impressions must remain, perforce, superficial for most of us from this side of the Channel.

Adjustment

I SPENT a recent half-day in an old car, and the experience was quite interesting; it was a model which I remembered as a good one from some years ago (1939) and was in the quality class, but medium-priced. The virtues were still evident—a remarkably

smooth engine, a nicely upright style of body, good leather on the seats and good behaviour on the road.

Two things were against it; the suspension was no longer up to the higher speeds, though this was probably mostly spring dampers, and the brakes pulled sharply to one side (this was about to be remedied). Warned of the fault, one is quite capable of dealing with it, and after a time it becomes quite an effort of will to recall that it is there, the immediate correction having become instinctive. Therein, I felt, lay a risk for an owner, who might be lulled into a disinclination to put off the evil hour of service. Someone else might drive the car without warning and come unstuck.

The human mechanism has an uncanny knack of adjusting itself to unusual circumstances, and the measure of the knack is how soon the unusual becomes the usual. A tendency to veer sharply to one side under braking should, ideally, remain in the unusual category; but it doesn't.

Dogs

FROM the West Riding Constabulary comes, monthly, the little booklet entitled *Road Safety Notes*. In the August issue is an analysis of accidents for the last six months under the heading "Accidents during the six months were caused by:—"and it goes on to list the causes. That is, of course, being bold in statistical form, but no objection can be raised to courage. The figure that hits one between the eyes, however, is that for dogs. Out of 6,384 accidents, 1,518 were caused by dogs—23.78 per cent.

In fairness to dogs (for which I have no special liking) I wonder how far this figure is owed to the excuse, "I swerved to avoid a dog." The dog is so often imaginary.

Street Scene

FOR some time now workmen have been engaged in removing the tramlines from a major roundabout-cum-junction-cum-railway bridge which I use frequently. The chaos in the morning has been considerable, and worth it in view of the ultimate effect, but in the evening comparative peace settles on the scene, as on a battlefield when the battle is over. Tools are stacked, the compressor stands silent, and only the red lamps suggest that anyone cares a thing about the night watch.

I think the watchman must have nipped out for a drink the other night, about seven o'clock. As I approached the roped area there were the merry clangs of hammers, a bustle of activity, and shrill cries from all directions. The figures within the ropes, seen in

the dusk, were dwarf-like and rapid in their movements. No wonder, for the local boys had taken over where the British workman had left off, and were doing a piece of mock tramline removal with great gusto while the traffic streamed by on either side. How long it went on I do not know, but it is a safe guess that the answer was not long.

I doubt if any damage was done; equally, I doubt if any old tramline was removed. Subsequently the night watchman may have been.

My Goodness, My Car!

I LIKE the experience of the colleague who parked his car in a street, entered a club, enjoyed himself for an hour and then came out to find his car gone. After staring blankly at the spot for longer than was necessary to confirm that the car was not there, he dashed off in search of the law. The next street had no policeman, but it *did* contain his car. He had confused two residential roads that were very similar in appearance.



Rubbish.

Pumps

STRICTURES are called for by the tyre pump as supplied on my car. It was long of barrel, far too short in handle cross-piece. As supplied, it failed to work until I had dismantled it and pressed out the washer. Even then, its inflationary capacity was pathetic, and, without strain, it broke its connection off in the thread. It was, quite frankly, a bit of rubbish. I replaced it with a small foot pump, robust and efficient, which cost surprisingly little.


Now you may well and fairly argue that there is no need for an owner to mess about with pumps and tyres, and I will concede that you have something there. I am, however, cranky in this direction (as in others?). Moreover, if you subscribe to that point of view then let no pump be supplied with a car; if a pump is supplied, let it at least be one that is usable. On such little things as rubbishy pumps are based the *canards* of British cars being "not what they were."

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NEWS and VIEWS

Lighting-up Time

ALL drivers are reminded, in a recent statement by the Ministry of Transport, that from next Sunday, October 5, lighting-up time will be from half an hour after sunset to half an hour before sunrise, instead of an hour in each case as at present.

Jowetts Unrestricted

CONTRARY to a statement in *The Autocar* last week, the Jowett Javelin is not subject to the declaration scheme upon purchase. No restrictions now apply to the purchase of any of the Jowett models.

Healey Prices Down

WITH effect from the first of this month, the prices of Healey cars have been reduced as follows:—

	Old Total £ s d	New List Price £ s d	New Total £ s d
2.4-litre Tickford saloon	2,490 7 9	1,218	1,896 3 4
2.4-litre Abbott drop head coupe	2,599 5 7	1,268	1,974 18 19
2.4-litre convertible	2,490 7 9	1,400	2,179 5 7



This is the latest "people's car," this time a product of the Argentine. Technically it has a strong resemblance to the German D.K.W. (See paragraph below.)

Argentinian "Justice"

AS forecast in *The Autocar* of May 2, 1952, a "people's car" is now being manufactured at Cordoba, in the Argentine. Designed by German engineers, the *Justicialismo* (social justice), as the car is called, bears a strong resemblance to the German D.K.W. It is being built under the direction of the Argentinian Ministry of Aeronautics.

Powered by a twin-cylinder two-stroke engine of 700 c.c., which is said to develop 23 b.h.p. at 4,500 r.p.m., the car has front wheel drive, with the engine placed in front of the gear box and

differential unit. Made of cast iron, the cylinder block and head are bolted to a light alloy crankcase and gear box shell. Power is transmitted from the transverse crankshaft by a duplex chain to a multi-plate clutch running in oil.

Steering is by rack and pinion, and all four wheels are independently sprung. There are three types of body: a two-door fixed-head saloon, an estate car, and a pick-up van with a steel driving compartment and a canvas-covered loading platform. The saloon has a claimed maximum speed of 64 m.p.h., and its fuel consumption is said to be in the neighbourhood of 35 m.p.g.

Hawk Limousine

A TOURING limousine version of the Humber Hawk has been introduced. It has a glass division between the front and rear compartments and is priced at £810, plus purchase tax in Great Britain of £451 10s (total £1,261 10s). The glass division is spring loaded and can be locked in any position as required by means of a simple trigger. This limousine is a last-minute addition to the Humber range before the London Show, and it was announced last week. The division can be lowered out of sight when the car is required for use without a chauffeur.

Prettily put. Among the more unusual signs for motorists is this example on the wall of the Old Inn, in Mullion village, in Cornwall.



German Gas Turbine?

TWO German designers in Düsseldorf claim to have developed a gas turbine power unit which allegedly lacks the shortcomings that have so far rendered such machines rather uneconomical. The unit combines two turbines and a piston engine.

When the unit is started, power is first delivered by the piston engine, the turbines being switched on automatically when the revolutions mount. The inventors claim that fuel consumption amounts to less than half that of a conventional diesel engine of the same power, because "all of the combustible mixture is converted into energy."

At Cologne the technical manager of the Büssing company (heavy trucks and buses), Dr. Staniewicz, recently said that several manufacturers in Germany were seriously working on the development of gas turbines for various types of road vehicles.

The glass division in the new limousine version of the Humber Hawk. It is operated by hand and can be locked in any position by the small catch above the rear compartment ashtray. (See accompanying paragraph.)



NEWS and VIEWS

— continued —

New Hudson

A NEW model for the low-price market has been produced by the Hudson company. A report from Detroit says that it is a 100 b.h.p. saloon falling in size between the Kaiser Henry J and the Ford models, and that it resembles the latest Ford saloon. An annual production of about 200,000 is intended.

Fewer to Australia

IN July, 6,424 British cars were registered in Australia out of a total of 12,133. Last April, before import cuts affected delivery, Britain supplied 10,685 of the 15,222 total. The reduction has also been affected by the increased proportion of registrations of Australian-made and U.S. cars. The Holden accounted for 2,231 registrations, with Dagenham Fords as runners-up with 1,568.

At the moment Australian dealers hold massive stocks of new cars but, when these are sold, future supplies from Britain are likely to cost between £20 and £25 per car less because of reductions in freight charges.

From the Source

PUBLISHED once again by the Society of Motor Manufacturers and Traders, Ltd., 148, Piccadilly, London, W.1, is *The Motor Industry of Great Britain* in its 1952 version. This publication contains motor industry statistics up to the end of 1951 and is indispensable to all those who have any need for such figures. The tabulation is excellent, the type setting clear and accurate, the paper good and the diagrams are readily understood. In all, this annual statistical volume is a great credit to the S.M.M.T. and its new statistical officer, Mr. P. L. Fidgeon.

One copy is issued free to all members; additional copies can be obtained by members for 30s post free in the United Kingdom and non-members may obtain a copy for 2 guineas, also post free in the United Kingdom.

Estate Car "Convictions"

NOW that it has been established that it is not an offence, *per se*, to drive a shooting brake type of car at more than 30 m.p.h. when not carrying goods (as was originally recorded in *The Autocar* of July 11) applications by those previously convicted of the "offence" may be made to the Home Secretary for a pardon. The following conditions must be fulfilled:—

1. The vehicle concerned was suitable for the carriage of both goods and passengers, weighed not more than three tons unladen and was equipped with pneumatic tyres all round.
2. The vehicle was authorised under an "A," "B" or "C" licence.
3. The journey concerned was one which could lawfully be carried out without the authority of an "A," "B" or "C" licence, viz., the round trip must not have involved the carriage of goods for hire or reward or for or in connection with a trade or business.
4. The alleged offence took place on or after October 25, 1950.
5. The stretch of road concerned was not subject to a speed limit.

Any applications to the Home Secretary should include the name of the court, date of conviction, full particulars of the vehicle concerned, nature of journey being undertaken and load carried, if any.



JOHN COBB

CRUSADER'S END

ON Monday last, September 29, John Cobb, the "fastest man on earth," lost his life in an attempt on the world's water speed record, when his jet-engined boat *Crusader* broke up at high speed and sank in the waters of Loch Ness. For five weeks Cobb had been waiting for favourable weather conditions in which to attack the existing record (of 178 m.p.h., established by Stanley Sayers of America), and at last all seemed well. He streaked across the measured mile at extremely high speed, recording 206.8 m.p.h., but just after the end his boat bumped once or twice, and then disintegrated into wreckage. Cobb was picked up almost immediately by a motor launch, but died a few minutes later.

Life Pursuit

The name of his boat was very appropriate, for John Rhodes Cobb was in truth a crusader—a crusader of speed. Born on December 2, 1899, this tall, heavily built, quietly spoken company director had spent almost his whole life in the pursuit of speed, first on land and then on water. He was vice-president of the British Racing Drivers' Club, and won its Gold Star for track racing on two occasions. In the nineteen-thirties he often drove in road races, mainly at the wheel of Talbot and Alfa Romeo cars; but he will always be principally remembered for his liking for big, fast cars and the Brooklands outer circuit. He had many successes with the famous old 1923 10½-litre Delage, including winning the 1932 B.R.D.C. Empire Trophy race, and then had constructed to his own ideas the famous aeroplane-engined Napier-Railton, with which he won many races, including the B.R.D.C. 500 in 1935 and 1937; he also raised the Brooklands lap record to its final figure of 143.44 m.p.h. With the same car he captured many records both at Mondrigny and on the Bonneville Salt Flats in Utah, U.S.A.; in fact, at one time and another between 1924 and 1939 he

held every world's record up to and including 24 hours in duration.

In 1938 he made his first successful attempt on the world land speed record, with the twin-aero-engined Railton Mobil Special, achieving 350.20 m.p.h. In the following year he returned to the attack (the record having been beaten by George Eyston's Thunderbolt) and raised the figure to 369.7 m.p.h. After the war, in which he served with both the Royal Air Force and the Air Transport Auxiliary, he made his third successful run, and on this occasion (in 1947) he averaged 394.2 m.p.h., a figure which still stands; for this he was awarded the Segrave Trophy in that year. In one direction his speed was recorded as 403 m.p.h.; so John Cobb had the distinction of being the first man to attain 350 m.p.h. and 400 m.p.h. on land. These records were established with a car which was notable for its unorthodox and brilliant design, with far less power available than in its contemporary contenders.

Not only did he thus take an active part in racing and record-breaking; he was also intensely interested in the problems of racing, and contributed largely to discussions and suggestions concerning

the future lines to be followed. In 1949, for instance, he expressed strong views of his own, which formed the basis of an article in this journal, emphasizing the desirability of a future Grand Prix formula based mainly if not wholly on the use of unsupercharged engines; this, of course, has now virtually been implemented in the new formula 1 which will take effect as from the end of next year.

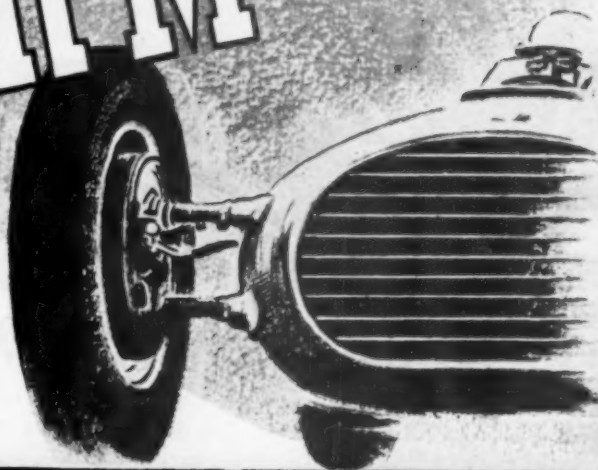
By everyone who knew him, John Cobb will be remembered with affection. Equable of temperament, with a pleasantly unusual aversion from publicity and ballyhoo, he displayed a restraint in speech and movement which contrasted with his urge for speed when at the wheel. He was never ruffled by misfortune, or over-elated by his many successes; by no stretch of the imagination could he be made to fit the popular conception of a speed king, and perhaps for that very reason he will be all the more keenly missed. Truly he may be said to have been Britain's greatest gentleman of motor racing. He leaves a wife, to whom we extend our deepest sympathy.

Historic Parallel

This latest tragedy inevitably recalls the parallel occasion, 22 years ago, when Sir Henry Segrave met his death in similar circumstances; like John Cobb, Segrave was at that time holder of the world land speed record, and it was in attacking the water speed record that he was killed. There are no words to express our admiration for such men as these; not high-spirited youngsters seeking new sensations and fame, but cool, level-headed adults, striving with all their skill and knowledge to further man's conquest of the elements and to increase the prestige of Britain in the eyes of the world. We can only be thankful that each successive generation produces its heroes, and to think that when they have the misfortune to lose their lives in such circumstances, they themselves would wish for no other end.

J. A. C.

B.R.M. wins



GOODWOOD—Sept. 27th

GOODWOOD TROPHY

1. Gonzales

2. Parnell

3. Wharton

WOODCOTE CUP

1. Gonzales

3. Parnell (lap record)

Subject to official confirmation.

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HOW LONG DOES IT TAKE?

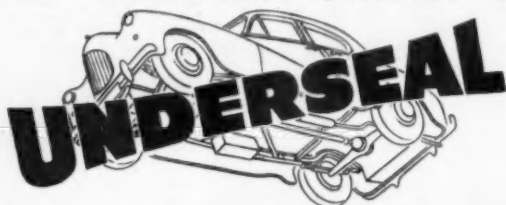
UNDERSEAL Rubberised Protective Coating can be applied in 48 hours.

HOW MUCH DOES IT COST?

UNDERSEAL Rubberised Protective Coating costs £10.10.0 to £17.10.0 according to the size of your car.

WHO CAN DO IT FOR ME?

UNDERSEAL Rubberised Protective Coating is put on by local specialists.



Rubberised PROTECTIVE COATING

5 MAIN FEATURES OF THE UNDERSEAL SERVICE TO MOTORISTS

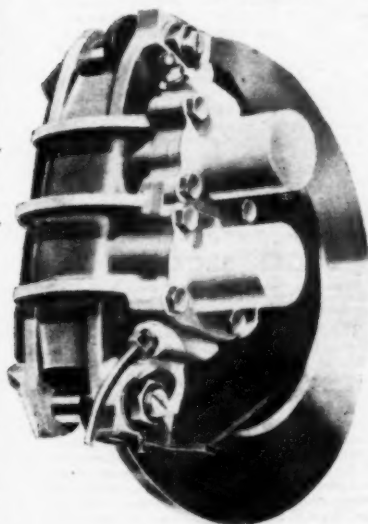
- | | |
|----------|--|
| 1 | Prevents rusting of costly steel-work. |
| 2 | Stops damage by flying stones. |
| 3 | Deadens panel drumming. |
| 4 | Adds years to the life of a car. |
| 5 | Increases its resale value. |

LOCKHEED INTRODUCES THE DISC

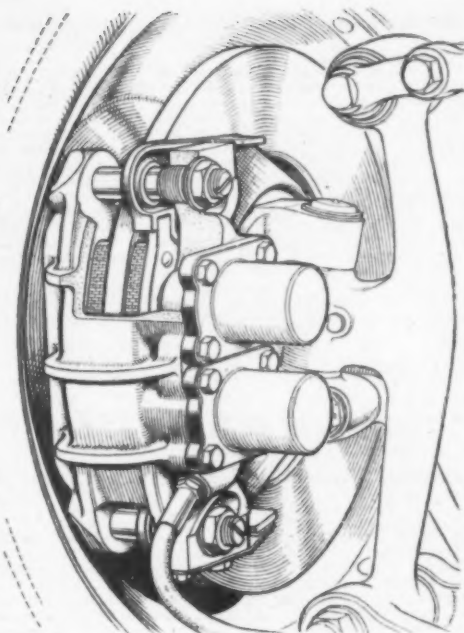
*Hydraulic Cylinders Apply Lining
Segments with a Calliper Action
to Both Sides of the Disc*

ON high-performance cars brakes have become a pressing problem and on several occasions recently the subject of brakes has been dealt with from various aspects in *The Autocar*. It will be sufficient, therefore, to recapitulate very briefly by saying that the difficulty is to dissipate with sufficient rapidity the heat engendered by braking. If this is not accomplished the phenomenon known as brake fade will be experienced. Brake fade is not a trouble peculiar to British cars. It is experienced by Continental motorists and also by those in the U.S., where the disc brake has been adopted on the large Chrysler Imperial. In this country also the disc brake has been undergoing development, although it has not so far been standardized on a production car.

Two hydraulic cylinders are used to supply the pressure required to bring the brake lining segments into contact with the disc on both sides.



A pressed steel carrier plate, attached to the stub axle, allows sideways movement of the shoe and hydraulic cylinder assembly so that all the friction pads grip the rotating disc.



Now a disc brake is announced by the Lockheed Hydraulic Brake Co., Ltd., and, as will be seen from the accompanying illustrations, it is in essentials quite simple. In place of a brake drum the hub carries a disc of cast or malleable iron. The conventional back plate becomes merely a bracket to support a light alloy casting of U section, into which the disc projects. To the inner side of the U or saddle casting, i.e., the side towards the centre line of the car, two normal Lockheed hydraulic cylinders are bolted and their pistons bear against a movable metal segment which carries a brake lining segment. A similar brake lining segment is attached by rivets to the inner face of the outer side of the saddle casting.

Sliding Saddle

An important point which must be appreciated in order to understand the action of the brake is that the light alloy saddle casting is capable of sliding sideways with the two pins which support it from the back bracket. When the brake pedal is depressed the hydraulic pressure in the operating system is conveyed to the cylinders and causes the pistons and the movable lining to be moved towards the side of the disc which faces the centre line of the car, until the lining is in contact with the disc. Further pressure on the movable lining causes the light alloy saddle casting itself to move inwards towards the centre line, thus bringing the lining fixed to it into contact with the outer face of the disc.

It will be realized, therefore, that the action on the pistons which applies the movable lining has its reaction on the cylinders which brings the fixed lining into play, so that the two forces counterbalance one another and there is no un-

balanced force or thrust to be dealt with. The disc is, in fact, gripped on both sides by what may be termed a calliper action. Torque reaction is taken by the back bracket, just as the back plate takes it in the conventional drum brake. Another point to notice is that the pins on which the saddle casting is carried also support the sides or ends of the casting and so give it rigidity. On the line between these pins there is at one side of the casting a deep rib which gives longitudinal rigidity and supplements the horseshoe-shaped ribs running round the casting.

A comparison between the disc brake and a drum brake of equivalent size shows where the advantages of the disc lie. A drum brake of 12in diameter and 2½in width gives approximately 84 sq in of swept area. A disc of 12in diameter with a 2in wide path (i.e., an internal diameter of 8in), gives 128 sq in of swept area, both sides of the disc being used. The drum brake has 54 sq in of its surface in contact with the linings when applied, leaving only 30 sq in uncovered and therefore available for direct heat dissipation. In the disc brake not only is the swept area much larger, but also the lining area is much reduced, and the area left uncovered for cooling is accordingly considerably greater.

Performance

In performance the disc brake is comparable with an equivalent two-leading-shoe brake for the same pressure and travel of the pedal, but it is more consistent because of the better cooling owed to the large uncovered area. The disc brake performance is the same for both directions of rotation, moreover, whereas a two-leading-shoe brake becomes a two-trailing shoe when the vehicle to which it is fitted is moving backwards.

LOCKHEED INTRODUCES THE DISC

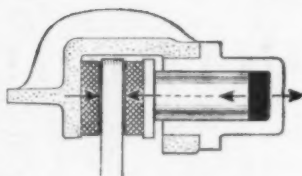
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Another advantage of the disc brake is that the greater rigidity of the disc as compared with the drum much reduces lost motion, such as results from drum distortion, thus allowing a higher mechanical advantage to be employed between the pedal and the linings. Automatic adjustment is also easier to obtain with the disc brake because the heat expansion factor and the distortion of the drum brake are absent. Fine clearances are accordingly possible, with consistency in operation, which helps to minimize lost motion and so to keep the mechanical efficiency of the brake high.

With regard to the effect of climatic conditions, the disc brake appears less

vulnerable to water, because centrifugal action throws it off the disc. The same is obviously true of the heavier particles of dust or mud, and in addition there would appear to be a natural wiping action as the disc passes between the lining segments. In practice the disc has shown itself able to keep remarkably free from scoring.

In positioning the saddle in relation to the disc there is a certain latitude. In some cases a single hydraulic cylinder is found to be sufficient, and front wheels may, therefore, have two cylinders and rear wheels only one. Obviously such details of design will vary according to particular applications.



Because the assembly is free to move sideways, the reaction between the piston and cylinder body causes the linings to grip the rotating disc on both sides

NUMBER PLATE MISCELLANY

TRAVELLING THE ROAD FROM A1, AND A REFLECTION ON SOME OF THE PITFALLS

INDEX letters for car number plates will soon be making news, for on the present system they are slowly running out in several areas. It is now known that a change in, or a modification of, the system in use will soon be announced by the Minister of Transport.

The first area to run out will be Middlesex. This county is now on the YMY allocation, which is expected to last only until the spring. Middlesex will therefore be the first authority to use a somewhat different system. ZMY is out of the running, for Z is reserved for Northern Ireland and the Republic of Ireland. Incidentally, Q is reserved for foreign vehicles visiting Great Britain from countries that are not signatories to the International Convention Relative to Motor Traffic, 1926. The U.S.A., for example, has only just signed.

Close behind Middlesex is Essex, whose present allocation goes to VVX. Several other areas are creeping up. But in most areas there are still enough index marks to cover many years. Some areas are still using index letters allotted to them more than 30 years ago.

The system of registration marks for motor vehicles goes back to 1903; and it is remarkable that the principles established so long ago have worked out so well, for few people then could have foreseen the motor industry's rapid strides.

In those early days one letter was used, but an additional letter was soon needed. A third letter was added for the first time in 1933. But three letters restricted the figures to three.

Alternatives

Most readers will visualize ways of modifying the present system to meet the new problem. Spare allocations from other areas could be transferred; but this, inevitably, would create another problem later! The index letters could follow the figures instead of preceding them. Four index letters and two figures could replace three of each. Seven characters could be used instead of six.

The introduction of a third letter nearly twenty years ago brought its own problem of avoiding undesirable words or initials. The letters WC naturally had

already been avoided; and one can readily imagine a number of three-letter combinations that would disgrace the hardest boiled motorist.

Then, again, there must be a number of three-letter arrangements which, although innocent enough in Great Britain, would simply horrify the French, the Germans or other nationals whose countries are visited.

As can well be understood, the three letters representing the Deity, and the Welsh equivalent, are banned. This word problem would obviously become much more complicated were a fourth letter added.

Restrained Blue Pencil

The censoring of three-letter combinations has not been so severe as to deprive us of many amusing number plate words; appropriate figures heighten the fun. The famous comic-postcard index URA 1 will be gracing somebody's vehicle, probably some time next year, for Derbyshire is nearing this particular allocation.

Among the Birmingham allocations, male Christian names abound and include JOE, TOM, ROB, BOB and RON. Also from this area are POP and SON, DOG and FOX, FOP and SOP, TOE and HOP. Yet there are many areas where not a single word is formed, as, for example, Coventry.

Quite a number of people have particularly appropriate registrations. Aviation pioneer Lord Brabazon of Tara, the first man to be issued with a flying certificate, carries the registration FLY 1; the head of the Greyhound Racing Association has GRA 1; the Wembley Stadium chief, Sir A. J. Elvin, has his initials on his number plate—AJE 1. Design rather than accident no doubt secured these personal index marks.

On this aspect, the Ministry of Transport says that registration numbers cannot be divorced from the vehicles to which they have been assigned, with two exceptions. The first is where the owner of a car or motor cycle wishes, for sentimental or business reasons, to transfer the index marks from a car or motor cycle he is disposing of to a new vehicle he is acquiring. The second exception is where

a person changes his address, or acquires a second-hand vehicle bearing a registration mark of an authority other than that in whose area the vehicle is kept, and wishes to have a mark appropriate to his home authority or district. These changes are made on payment of a fee of £5.

Many people make such changes each year. If you have an index that is easy to remember, or has some particularly personal association, naturally you are loath to part with it when you have a change of car. You cannot blame the owner of the famous index A 1, the very first registration issued, for wishing to stick to it. This valuable number plate—£2,000 has been offered for it several times—is now owned by a Leicester business man—Mr. Trevor T. Laker, of John Bull Rubber—on his Austin A90, in which he travels in most parts of Great Britain in the course of his business activities. The plate naturally attracts much attention wherever it is seen.

A 1 was first issued to the former Earl Russell, who played an important part in getting the Motor Car Act through Parliament. From him it passed to the London County Council, and then to an Exeter garage proprietor, from whom it reached the present owner.

A 1 will no doubt circulate for many years to come, and its interest value will increase as the new index system gets under way. F. F.

BOOKS RECEIVED

Automobile Chassis Design, by R. Dean-Averna. Published by Liffé and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price £1 10s.

The recently published second edition of this book for designers and technical students is considerably enlarged, and deals in a very thorough way with a large number of technical problems connected with chassis design. Although there is a strong emphasis on heavy vehicle practice much of the information given is equally applicable to passenger car design. Some of the items included are the elements of independent front suspension, chassisless construction, anti-corrosion treatment, and the ZF differential.

NEW CARS DESCRIBED



A new car with a four-cylinder engine of 1,900 c.c., a fluid coupling and five-speed gear box, the Fiat 1900 is similar in outline to the popular 1400, but has a different grille and a rubbing strip on the side. The rear window is larger and the interior equipment is more elaborate.

FIAT'S 1900

New Model with Many Interesting Features: Four-cylinder Engine of 1,901 c.c., Fluid Coupling and Five-speed Gear Box

MAKING its debut at the Paris Salon this week is the Fiat 1900, which is one of the most interesting newcomers in the popular European category of 2-litre family cars suitable for effortless long-distance travel at moderate operating costs. The car is outwardly similar to the Fiat 1400, which is now in its third year of production, and it uses the same wheels, brakes, suspension and axle units; but there are detail differences in the coachwork and important differences in the power unit and transmission.

The 1900 is designed to provide the qualities of smooth riding, quiet running, and long-term reliability, for which the Fiat 1400 has gained an enviable reputation, coupled with a more brilliant performance and a new simplicity of control, which marks a step forward in the evolution of the post-war European car in the medium price range. The transmission comprises a fluid coupling of the modern open-circuit type, a conventional single-plate clutch, and a five-speed gear box in which the fifth speed is geared up to provide an overdrive.

Previous Examples

This is not an entirely new combination; similar arrangements have been employed in both Britain and America before and since the war, but on the Fiat a great amount of development work, extending over two years, has been put into combining such a transmission satisfactorily with a four-cylinder engine in a way that offers smooth running and flexibility of a standard hitherto associated only with larger power units of more cylinders. This has been achieved only by carefully matching the characteristics

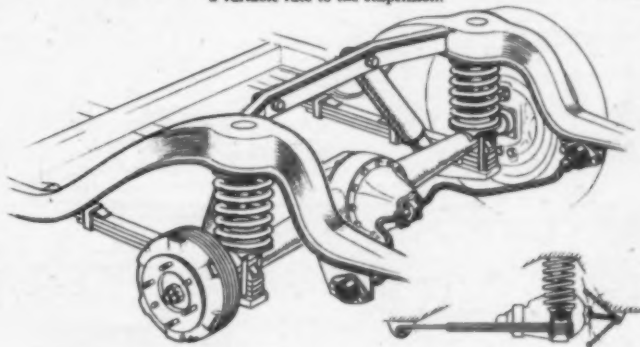
of engine and transmission. The engine develops its maximum power at unusually low r.p.m. and has a new combustion chamber designed to ensure detonation-free running at full load and low r.p.m. on low-grade fuel.

The fifth speed of the new transmission is normally used on the open road and provides very easy cruising at low engine revolutions up to a maximum speed of approximately 85 m.p.h. It is possible to climb most main road gradients in this gear, and the general performance in acceleration and hill-climbing is roughly comparable to that given in top gear on the Fiat 1400, but with a considerably higher maximum speed. Fourth speed in

the new gear box is intended for general use on busy or hilly roads and in towns; the car will start smoothly from rest in this gear and will accelerate up to a maximum of about 74 m.p.h. without need for any gear changing. Third and second speeds are equivalent to the first and second gears of a normal gear box and can be used where extra acceleration or additional hill-climbing ability are required. First gear is purely an emergency ratio for exceptional conditions in difficult country and is not used in normal driving.

On the road, this new Fiat transmission gives many of the advantages of the American automatic transmissions without their cost, weight and complication. The

This unusual rear suspension introduced on the Fiat 1400 is also employed on the 1900. The hypoid axle is located by flexible leaf spring radius arms and by a transverse stabilizer rod which is deformed as the axle rises or falls and so imparts a variable rate to the suspension.





The frontal grille on the Fiat 1900 embraces the combined side lamps and direction indicators in the modern manner and also conceals the air intake for the car's ventilation system.

FIAT'S NEW 1900 continued

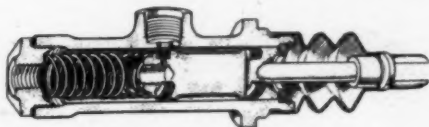
engine can be started with the car at a standstill and a gear engaged. When the brake has been released or the special safety catch on the transmission disengaged, the car will accelerate smoothly from rest as soon as the throttle pedal is depressed. A start can be made in any one of the five speeds, but normally it is not necessary to use any gear lower than third.

Two-pedal Control

Gear changing is rarely required in towns, as third or fourth speed can be kept engaged continuously and the car is brought to a standstill or moved on again simply by pressing the brake and throttle pedals as required. For the greater part of the time the clutch pedal can be ignored and the car can be driven by two-pedal control.

It is only after studying the details of this transmission that the reason for the rather unusual performance characteristics

The Fiat Baldwin master cylinder. Sealing rings loaded by mechanical and hydraulic pressure replace the more familiar cups. The central ring is free to float laterally, and on the return stroke of the pedal recuperation from the brake reservoir takes place past the side face of the ring into the brake pressure cylinder. The smaller sketch shows the cylinders at the drums.



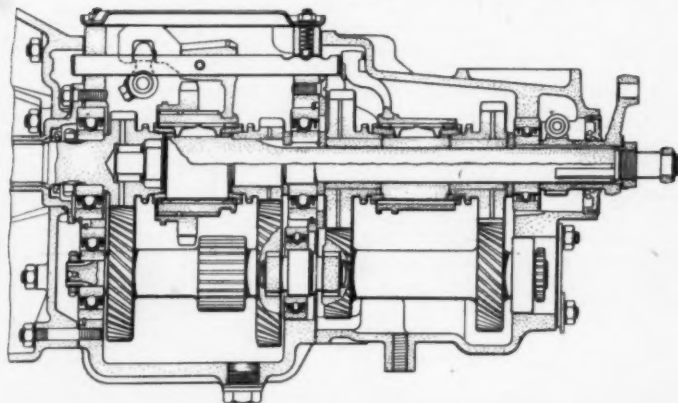
of the new engine is appreciated. Externally, it resembles the Fiat 1400 unit, apart from the slight extra height imposed by the longer stroke and the addition of some new accessories, but it is substantially a new power unit with different cylinder block, head, crankshaft and pistons. The bearings are copper lead with indium flash

case, ensuring a constant flow of air through the engine, is maintained on the new power unit, and the engine lubrication system includes a Fram by-pass filter.

The gear box has been developed from that of the Fiat 1400, and the main housings are in aluminium. A new rear section has been added to provide space for the additional ratios, and the shafts are particularly well supported. The two-piece propeller-shaft with rubber-cushioned universal joints is also found on the new model, but the special torsion bar drive in the first half of the transmission shaft which is used on the Fiat 1400 has not been found necessary on the more powerful car, in view of the employment of fluid drive. It will be recalled that the drive on the 1400 is taken through a torsion bar inside a tubular housing.

An interesting feature of the transmission is a positive lock, operated by a small plunger adjacent to the driving seat. This engages a pawl which locks the output end of the transmission and offers a useful safety feature as a supplement to the transmission hand brake when parking on steep gradients. The plunger is provided with a lock and key, so that it can be left in engagement as an anti-theft precaution. Should the engine be started in the owner's absence it will run and can be accelerated. The gears can be engaged, but it is impossible to move the car away, and yet there is no risk of damaging the transmission.

A section through the five-speed gear box of the Fiat 1900. First speed, the geared up fifth speed and the direct-drive fourth are taken through the front half of the box, second and third speed pinions being in a rearward extension. The first speed pinion is carried on the outside of the synchromesh units for fourth and fifth speeds. The excellent support given to the shafts is a notable feature.





A spacious luggage locker is provided in the tail, with the spare wheel standing vertically at the side. It is automatically illuminated when the lid is opened with the side lamps in use.

The brakes have Al-fin drums with cast iron liners and centrifugal air ducts for cooling. They are hydraulically operated through a new system based on designs by P. S. Baldwin, an American engineer living in Italy. The essential features of the new system are illustrated in two of the sketches, which show how synthetic rubber sealing rings replace the usual cups in the master cylinder and in the operating cylinders on the wheels. At the forward end of the main operating piston is a ring which is free to float, and recuperation takes place past this ring on the return stroke of the pedal without the necessity for any special valve system. When the brake pedal is depressed, the sealing rings are loaded by hydraulic pressure both axially and radially. This counteracting hydraulic pressure on the ring tends to resist extrusion of the rubber into the annular space between the piston head and the cylinder bore, the piston being quite a free fit in the cylinder.

It will be noted in the drawing of the master cylinder that there is a minute vent bored through the upper wall of the cylinder just ahead of the ring when the piston is completely retracted. This permits any excess fluid in the cylinder to be discharged to the reserve tank, and compensates for changes in fluid volume owing to temperature fluctuations. The whole assembly is unusually simple, and among the numerous advantages claimed is a reduced area of contact between the moving parts and the cylinders, which is reflected in lower friction and a lighter pedal pressure.

Unusual Rear Suspension

The front suspension is by coil springs and pressed steel wishbones with an anti-roll bar, and the rear suspension is by the same unusual arrangement as that used on the Fiat 1400. A conventional rigid axle casing is located by flexible laminated radius arms. Coil springs are the suspension medium, and there is a transverse compensating bar at the rear which serves as an additional location for the axle and also confers a progressive rate on the suspension. The rate for the front springs at the wheel is 103 lb per in, and the initial rate for the rear suspension is 78 lb per in, but the latter, of course, varies with deflection, owing to the action of the compensating bar.

The unit body-chassis structure is the

same as that employed for the Fiat 1400 with various reinforcements to provide for the higher performance of the new model. The main innovations are a larger rear window, a new radiator grille, different external trim details, a new rear number plate group incorporating a reversing lamp, more bright metal work, and an improved and more elaborate interior finish. There are tip-up central arm rests to both front and rear bench-type seats. The interior light is automatically lit when the front doors are opened, and there is an inspection lamp under the bonnet which is illuminated automatically by a mercury switch if the bonnet is lifted while the side lamps are in use. This lamp has a flexible lead and can be detached from its mounting to act as an inspection lamp for work on the engine.

Interior trim is in a variety of two-tone colour combinations, with steering wheel, fascia, door fillers, control knobs and vizards all coloured to harmonize with the upholstery. In the front compartment there is a coloured mat in moulded rubber, but a conventional carpet is used in the rear. Seats are upholstered either

in two-tone woolen cloth or in cloth and plastic material. Standard equipment includes a heating and ventilating system that takes fresh air from the front of the car. White-walled tyres are optional.

The standard range comprises a saloon and a convertible, but platform chassis structures will also be supplied to specialist coachbuilders. Among the extras available on the cabriolet and specialist bodies is the Tachimedion average speed computer, which fits neatly in place of the standard clock on the instrument panel.

This is an ingenious Italian instrument which is connected to the speedometer drive and comprises a clock with an additional mechanism to show by means of a separate pointer the average speed which is being maintained on a journey. There is a trip mechanism by which the average can be shown, including stops or excluding stops, as required.

SPECIFICATION

Engine.—4-cylinders, 82 x 90 mm, 1,901 c.c. Cast iron block with detachable wet liners. Aluminium head with inserted valve seats. O.h.v., push-rods. Three-bearing crankshaft. Compression ratio 6.7 to 1. 59 b.h.p. at 3,700 r.p.m. Maximum torque 96 lb ft at 2,600 r.p.m.

Transmission.—Dry single-plate clutch, fluid coupling and five-speed gear box with geared-up fifth speed. Synchronesh for upper four ratios. Steering column change. Two-piece propeller-shaft. Hypoid final drive. Overall gear ratios: 3.23, 4.44, 6.48, 10.06, 14.06 to 1. Reverse 14.06 to 1.

Suspension.—Independent coil and wishbone front with anti-roll bar. Rear by coil springs with flexible laminated radius arms and transverse compensating bar. Telescopic dampers all round.

Steering.—Worm and roller.

Wheels and Tyres.—Steel disc wheels with 6.40-14in broad base tyres.

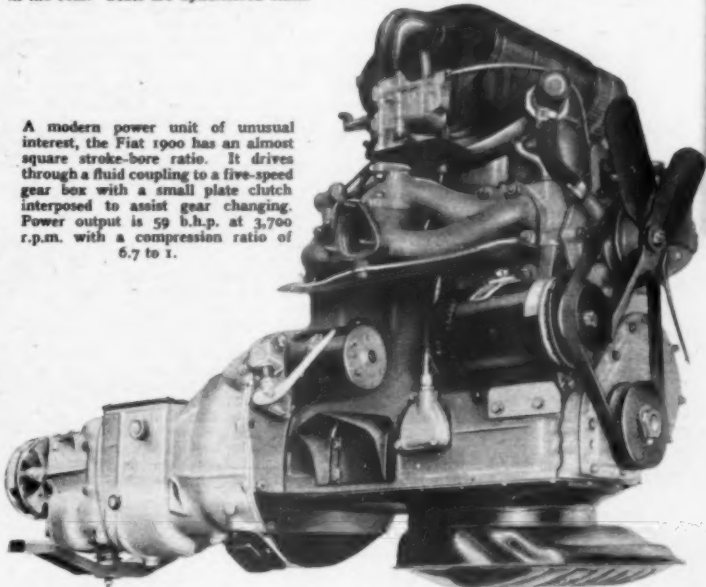
Brakes.—Fiat-Baldwin hydraulic with Al-fin drums. Transmission hand brake.

Electrical equipment.—12 volt, coil ignition. 35 ampere-hour battery.

Dimensions.—Wheelbase: 8ft 8in. Truck (front) 4ft 4in; (rear) 4ft 4in. Overall length: 14ft 1in. Width: 5ft 5in. Height (laden): 5ft. Ground clearance: 7in. Tank capacity: 10½ gals. Kerb weight: 2,590lb.

Price.—To be announced at Paris Show.

A modern power unit of unusual interest, the Fiat 1900 has an almost square stroke-bore ratio. It drives through a fluid coupling to a five-speed gear box with a small plate clutch interposed to assist gear changing. Power output is 59 b.h.p. at 3,700 r.p.m. with a compression ratio of 6.7 to 1.





The start of the Goodwood Trophy race, with Alan Brown's Cooper-Bristol squeezing between the B.R.M.s of Gonzalez and Wharton to take a momentary lead.

One-Two-Three in Main Event : First in Free Formula Race

THE last meeting of the year at Goodwood, which took place last Saturday, proved excellent in every way. The weather remained fine almost throughout, only one very slight shower and a cold wind marring the conditions; the racing was of a very high standard, with no serious accidents, and the whole programme was run off to time with the competent organization which has become synonymous with the name of the B.A.R.C. Unfortunately, J. M. Hawthorn was unable to drive, not having fully recovered from the effects of his recent accident at Modena; his Cooper-Bristol should have appeared, nevertheless, with Duncan Hamilton at the wheel, but a crankshaft breakage in practice put paid to that. Another regretted absentee was Ian Stewart of the *Ecurie Ecosse*, who was in bed with a severe cold.

Formula 2 First

The meeting commenced at 2 p.m. with the Madgwick Cup race, for formula 2 cars. The front rank of the starting grid, the positions on which had been decided by practice times, consisted of Alan Brown's Cooper-Bristol, then a blank space resulting from the absence of the similar car of Duncan Hamilton, then the Connaughts of Downing and Eric Thompson. In the second row were Moss with the new E.R.A., Salvadori in the four-cylinder Ferrari, and Poore's Connaught, while André Loens' Cooper-Bristol was in the fourth row directly behind the Ferrari. When the flag fell Brown leaped into the lead; Salvadori almost stalled the Ferrari, and Loens, hemmed in on both sides, hit the back of the Ferrari a glancing blow which deranged the Cooper-Bristol's front suspension and put it out of the race. Meanwhile, before the cars reached Madgwick Corner, Poore and Moss simultaneously made for the same piece of road. The Connaught hit the E.R.A. and the latter car spun round, was struck by Thompson's Connaught, and forced off the road into the fence—so Moss, too, was out.

Still Brown led, going great guns; his Cooper-Bristol was for the first time running with the compression ratio raised to 10 to 1, and was very fast indeed. But on the third lap he experienced brake trouble which slowed him down considerably, and the Connaughts of Downing and Poore passed him. They finished in that order, with Peter Whitehead's Alta, now on form, a good fourth.

Next came the short formula 3 race, which promised to be closely fought indeed. Don Parker with his Kieft, probably the fastest and certainly the lightest combination of car and driver in this field of racing today, had set up best practice time, with Les Leston's Leston Special next best and the Coopers of Moss and Brandon equal third. Right from the start Parker led, with Moss close behind him, gaining on the bends and trying to slipstream him down the straights. Third came Bicknell's Revis, an amateur-built car which, now that it is Norton-powered, is very fast indeed, while Brandon and Leston followed. This group drew away from the rest of the field, which was headed by Loens' Kieft and K. W. Smith's home-built car.

Moss tried hard to pass Parker, but it was not until the last lap that he came up alongside him after Madgwick Corner. Then Parker drew ahead again; but Moss got by him at St. Mary's, almost over-doing matters and sliding the Cooper considerably in the process. In the resultant *mêlée* Leston got through to second place with Bicknell on his tail, and so they finished, with Parker fourth; an excellent race, if a little too closely fought at times.

Wharton Wheeled Away

For the formula libre Woodcote Cup race, the front line consisted of the B.R.M.s of Gonzalez and Wharton, Farina in the Thin Wall Special Ferrari, and Parnell in the third B.R.M. But with the start less than a minute away, the mechanics were unable to start Wharton's car, and agitated officials only just cleared them and it off the track before the flag

fell. This left a gap in the front line; Farina made a bad start, the B.R.M.s are never extremely quick off the line—and Alan Brown in the Cooper-Bristol was through from the second row and away up the course to a fifty-yard lead from Gonzalez at Madgwick Corner! Farina, fourth at the start, was soon past Parnell, but it took him several laps to catch and pass Brown, and meanwhile the flying Argentinian, sawing at the wheel, playing tunes on the B.R.M. gear box and thoroughly enjoying himself, was well out in front. Parnell, too, eventually caught Brown; but the Cooper was a good fourth, a very fine performance.

The finish was dramatic for another reason, for as Farina approached the line the Ferrari lost a tooth from its crown wheel; he retained his second place, but the car had finished its racing for that day.

The sports car scratch race resolved itself into a duel between the privately owned Jaguar XK120C driven by Moss, which is fitted with disc brakes, and the works-owned specimen driven by Rolt (in place of Hawthorn), with drum brakes but

A smiling Gonzalez receives the Daily Graphic Goodwood Trophy, well deserved after his B.R.M. season.



more horse-power. Moss led from the line, but Rolt passed him before St. Mary's was reached; although Moss closed up noticeably under braking, he never looked like repassing. He did, however, break the sports car lap record, at 85.37 m.p.h. Wharton drove the light Frazer-Nash very well into third place, in front of Oscar Moore's Jaguar-powered H.W.M.

Next came the two handicap races, one for racing and the other for sports cars. The former was a gift for F. A. O. Gaze, driving Boyce's ex-Whitney Straight-Bira-McAlpine Maserati, who got right out in front; Graham Whitehead drove his E.R.A. very well to snatch third place from Kennington in a Type 6C Maserati. Russell's Jaguar XK120 led the sports car handicap until the last lap, although W. A. Dobson was closing rapidly on him in the *Ecurie Ecosse* similar car; Russell's car, however, had begun to exude clouds of smoke from a rear brake drum, and a misbehaviour of the brakes sent him head-on into the sandbank at Woodcote Corner on the last lap.

Dobson therefore won easily, but there was an exciting scrap for second place; Wharton's Frazer-Nash just got past Black's Jaguar but could not quite catch Head's, as the three cars streaked for the line. Beckwith-Smith overturned his Frazer-Nash-B.M.W. very comprehensively at St. Mary's, after some difficult moments elsewhere; fortunately he was quite unhurt.

The Main Event

Finally came the big event of the day, the 15-lap (36-mile) race for the *Daily Graphic* Goodwood Trophy. Again there was a gap in the front line; for while there were now three B.R.M.s (Wharton's having been cured of the fuel feed trouble which had afflicted it earlier) there was now no Thin Wall Ferrari and consequently no Farina. This was a great disappointment, for it removed the only car capable of offering effective opposition to the B.R.M.s; although Rosier's Ferrari was present, it did not display the speed of which it should be capable.

Again, at the start, Alan Brown shot between two B.R.M.s to lead the field (although he was almost nipped in the bud this time as they slid sideways slightly under wheelspin), but both Gonzalez and Parnell passed the Cooper-Bristol on the first lap, and Wharton followed suit on



An impression of the Madgwick Gap incident in which Stirling Moss's E.R.A. was forced off the road.

the second. Brown, Poore with the Connaught and Moss with the E.R.A. had a close fight for some laps, but then Poore got well ahead and Brown stopped with a gear lever which had slipped its moorings. Rosier retired; Peter Walker's Cooper-E.R.A. was unhappy and came into the pits several times; Gaze in the big Maserati and Graham Whitehead in the E.R.A. kept close company, the former always just ahead; Gerard's faithful old 2-litre E.R.A., for once, dropped out with a broken rocker; but still the three B.R.M.s streaked round and round with that indescribable exhaust note rising and falling with their frequent gear changes.

At one time Parnell got very close to Gonzalez' tail (and set up a new lap record), but then his car sounded slightly less crisp and he fell back a few lengths again. So the race finished, with no further surprises. Three B.R.M.s in the first three places; if it had only been a Grand Prix of two or three years ago! Nevertheless, in spite of the lack of opposition, a convincing victory it was, and the crowd departed happily with the feeling that it had indeed seen a worthwhile meeting and some excellent racing.

RESULTS

Lap distance 2.4 miles

Motorcycle Race (German 500 cc), 7 laps, start 1. Connaught 1.080 (K. H. Downman), 11m 55.0s, 68.87 m.p.h.; 2. Connaught 1.500 (R. D. Poore), 12m 6.4s; 3. Cooper-Bristol 1.971 (A. Brown), 12m 10.6s; 4. Alfa 1.950 (P. N. Whitehead), 12m 14.6s. **Fastest lap:** Connaught (R. D. Poore), 1m 39.4s, 68.93 m.p.h.

1000 cc. race, 6 laps, start 1. Cooper-Norton (G. Moss), 5m 5.2s, 79.24 m.p.h.; 2. Lenton-Norton (L. Lenton), 5m 8.4s; 3. Revis-Norton (R. O. Ricknell), 5m 7.4s; 4. Kieft-Norton (D. Parker), 5m 8.5s. **Fastest lap:** Cooper-Norton (G. Moss), 1m 42.8s, 64.05 m.p.h.

Woodcote Gap (Formula Libre), 5 laps, start 1. B.R.M. 1.467 s (J. P. Connolly), 5m 13.0s, 87.44 m.p.h.; 2. Thin Wall Sp. Ferrari 4.403 (O. Farina), 5m 19.2s; 3. B.R.M. 1.467 s (R. Parnell), 5m 25.0s; 4. Cooper-Bristol 1.971 (A. Brown), 5m 28.6s. **Fastest lap:** B.R.M. (J. P. Connolly), 1m 36.2s, 69.01 m.p.h.

Sports car race, 6 laps, start 1. Jaguar XK120C 5.442 (A. P. R. Rolt), 5m 56.6s, 63.63 m.p.h.; 2. Jaguar XK120C 5.462 (E. Moss), 5m 57.2s; 3. Frazer-Nash 1.971 (K. Wharton), 5m 5.4s. **Fastest lap:** Jaguar (S. Moss), 1m 41.2s, 65.37 m.p.h. (new sports car record).

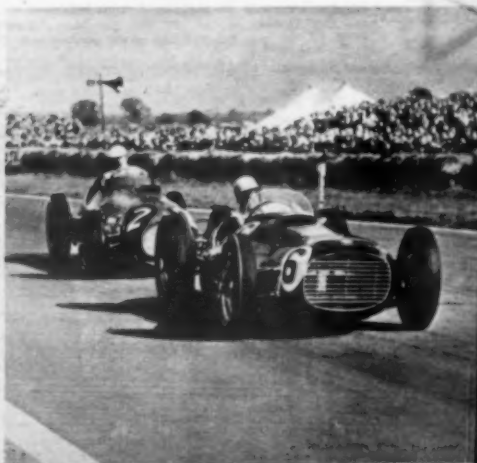
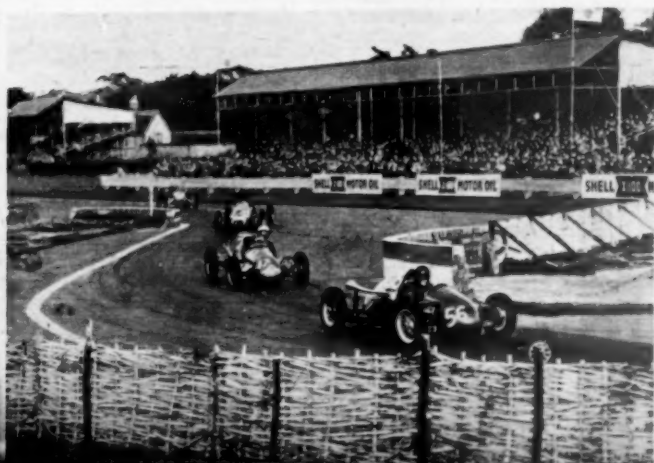
First September Handicap (sports cars), 6 laps: 1. Maserati 2.990 s (P. A. O. Gaze), 5m 53s handicap, 5m 0.4s, 63.63 m.p.h.; 2. Rover 1.990 (O. G. R. P. Dunham), 1m 12s 9m 17s; 3. E.R.A. 1.468 s (A. G. Whitehead), 5m 54s, 5m 20.8s.

Second September Handicap (sports cars), 6 laps: 1. Jaguar XK120 5.442 (W. A. Dobson), 5m 53s handicap, 5m 30.6s, 77.76 m.p.h.; 2. Jaguar XK120 5.442 (M. W. Head), 5m 43s, 5m 47.0s; 3. Frazer-Nash 1.971 (K. Wharton), 5m 12s, 5m 47.2s.

Daily Graphic Goodwood Trophy (German 500 cc), 10 laps, start 1. B.R.M. 1.467 s (J. P. Connolly), 25m 30.6s, 60.12 m.p.h.; 2. B.R.M. 1.467 s (R. Parnell), 25m 36.4s; 3. B.R.M. 1.467 s (K. Wharton), 25m 46.8s; 4. Connaught 1.500 (R. D. Poore), 25m 18.0s. **Fastest lap:** B.R.M. (R. Parnell), 1m 35.6s, 60.38 m.p.h. (new lap record).

For the first few laps of the formula 3 event Don Parker (Kieft) led from Moss (Cooper), Bicknell (Revis) and Brandon (Cooper); here they are, coming through the chicane.

Farina, in the Thin Wall Special Ferrari, about to overtake Parnell's B.R.M. in the Woodcote Cup race.



DUNLOP TEST SHOP

New Laboratory for Examining the Behaviour of Chassis, Suspension and Tyres Up to Simulated Speeds of 130 m.p.h.

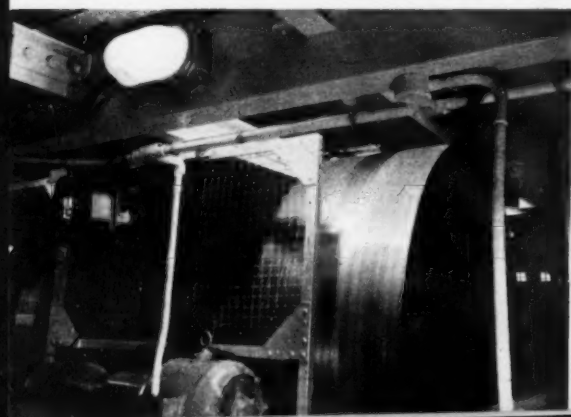


General arrangement of the new Dunlop test shop. The two men who control the test are in communication with each other by telephone. Laboratory tests of this kind are often more useful than those carried out on the road, because in the laboratory the simulated conditions can be varied with precision, and the results can be studied closely.



An observer is using instruments to measure vibrations on a car with its wheels driven at 50 m.p.h. The device attached to the front mudguard, by magnets, is connected to the cathode ray oscillograph; a luminous diagram of the vibrations is produced on the screen of the tube. The lead from the driver's window is connected to a microphone, to record the sound level from inside the car. Low down by the right-side front wheel is a stroboscope, focused on the wall of the tyre, to study in "slow motion" the vibrations of the tyre itself. In the test shown a driver is at the wheel, but this is not usually necessary.

A view from underneath the platform during a test. The drum is driving the right-side front wheel of a car. Some of the flooring of the test rig has been removed to give greater visibility in the photograph.



A NEW chassis-testing laboratory is in use at Fort Dunlop, Birmingham. Extensive facilities for testing the road behaviour of complete vehicles are expected to help the Dunlop development programme and to make it possible for the firm to help vehicle manufacturers with problems in which tyre characteristics are involved.

What the new laboratory aims to study is the behaviour of a car in simulated motion (up to quite high speeds) while that car itself has no forward movement. This is done by driving the car on to a platform which has four drums inset at suitable points, so that from one wheel to all four wheels of the car can be rotated at any speed up to 130 m.p.h. On, under, and at the side of the platform, various optical, electrical and mechanical measuring instruments can be fitted to study and record what happens to the car—to its chassis, suspension and tyres—during the test. The vehicle is tethered by four ropes, in order to locate it securely over the driving drums without interfering with the vibrations. Two men control the test—one at the control gear for the drum mechanism, and the other by the side of the car. Both use "intercom" telephones for quick and efficient communication with each other during the test.

The kind of movement given to the car is controlled partly by the speed at which the wheels are driven, and partly by fitting slats on to the driving drums to simulate various kinds of road surface. For instance, one slat might be fitted to give the repeated effect of a gentle rise followed by a sudden drop (or vice versa). A score of slats could be used to give the effect of a series of pot-holes; or one gently curved slat might be employed to simulate a road knocked into a series of waves. The effect of out-of-balance tyre, wheel and brake assemblies can be observed closely.

Compiling the Data

Instruments used to measure what happens to chassis, suspension or tyre are many and various. For example, a cathode-ray oscillograph is used to measure high-frequency oscillations, which are shown as a luminous diagram on a glass screen. Another instrument often coupled up is called a "distribution analyser" and enables the most important oscillation to be picked up from a range of oscillations coming from various causes, each of which can usually be identified.

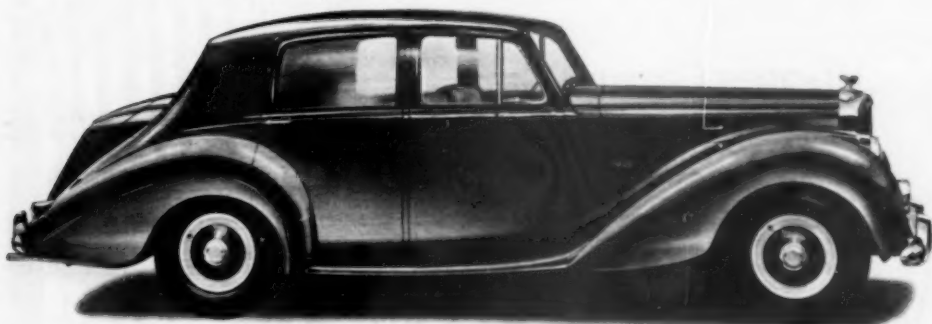
Further instruments are arranged to measure the various kinds of sound generated by the tyres themselves and by other parts of the car; these are sufficiently sensitive, where tyre noise is concerned, to pick out what feature of tyre construction is responsible for a given sound. The increasing silence of cars makes this particularly important.

The new chassis-testing laboratory is partly developed from the old "wheel-wobble" machine in the Fort Dunlop test house, but it has far greater facilities. Any wheel of a vehicle can be driven by itself—which is a great help in making accurate measurements to locate the source of what might otherwise be a puzzling vibration. The two front wheels can be rotated at speeds different from those of the rear wheels, and studies can be made as to how movement and oscillations at the front of the car are transferred to the rear, and vice versa. Light trucks as well as cars can be mounted on the machine. If desired it is possible to drive the mechanism from the car or truck engine itself, with a reasonable degree of safety.

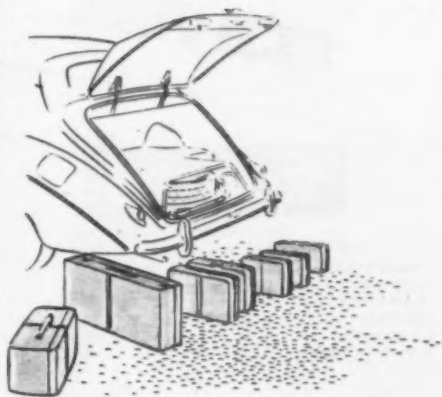
Now that these facilities are available, Dunlop will be able to extend considerably their investigations into the effect of tyre constructions upon vehicle behaviour. They will also be in a position to investigate fairly closely the relative importance of tyre, suspension and chassis design.



Announcing
important new developments
on the **BENTLEY** sports saloon



The introduction of new developments on the Bentley Sports Saloon is an event in the motoring world. The car now presented incorporates many improvements and additional features. A lengthened chassis enhances the appearance already improved by restyled body work; luggage space has been increased to double the capacity of previous models; modifications to rear suspension add to comfort, and the recently introduced 4½ litre engine still further improves performance. These modifications and the introduction of cold air de-misting and de-frosting equipment are only a few of the additional features now incorporated in a car that has for so long occupied a unique place in international motoring opinion.



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Excalibur J



Three-quarter rear view of the Excalibur J. Note the polished metal paint-guard just below the driver's door, and the ventilation louvres for the exhaust pipes. There are twin petrol filler caps.

A NEW AMERICAN SPORTS CAR IN PROTOTYPE FORM

PROTOTYPES of a new American sports car have been designed by Brooks Stevens, an industrial designer of Milwaukee, and Charles Cowdin, Jr., a staff member of Brooks Stevens Associates. Built by the Beasie Engineering Co. of Milwaukee, the car is called the Excalibur J. It incorporates a modified Kaiser-Frazer Henry J chassis. Light-weight tubing and aluminium panels are employed for the body. There will be three prototypes, two of which will have six-cylinder Willys F-head engines modified with factory approval; the third will be fitted with a 1,900 c.c. Alfa Romeo engine tuned according to the Italian company's ideas.

Whether the Excalibur J will go into production will depend on its general reception as a prototype in races through-

out this autumn and winter. All three cars will go in for extensive racing, not only to see how they fare against other sports cars, but also to assess their own comparative performances. If the cars do go into production, it is hoped that they can be retailed at about \$2,000. The prototypes are not, of course, for sale.

Weight of the first car to be completed, which has the Willys engine, is stated to be 1,500 lb, and a standing-start quarter-mile in under 15 sec is claimed. Maximum speed is said to be about 120 m.p.h., and the handling qualities, which were tested in recent races at Janesville airport during a downpour of rain, are reported to be good.

As regards styling, the aim has been to combine both European and American lines, but to avoid the English envelope

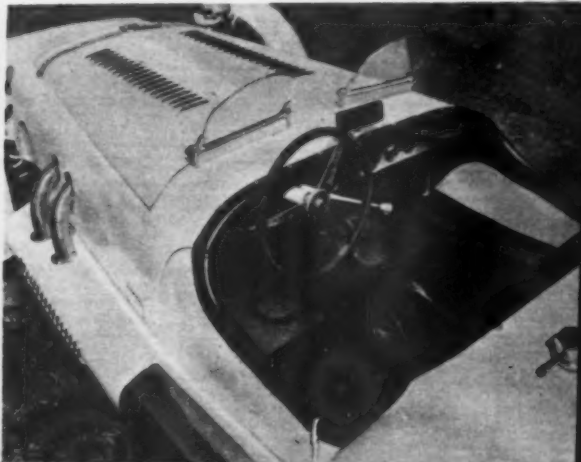
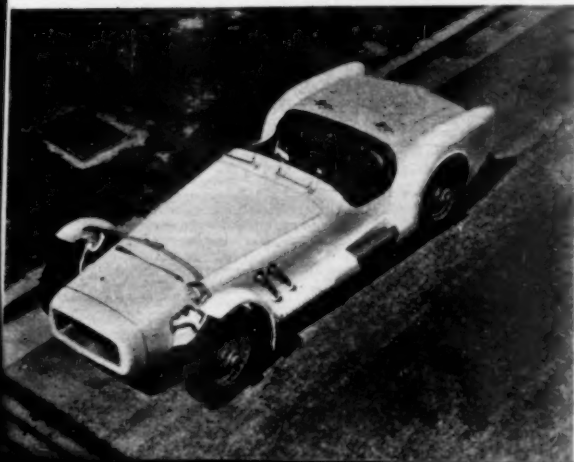
type of body. Double curvature in the panelling has been avoided wherever possible, and this has influenced the styling features.

A plain air intake without a grille, but with a chromium plated throat, is used for the radiator. In the bonnet top there is a stepped break, which provides an air intake for the dual carburettors and helps to ensure that the bonnet opens over the most useful area from the point of view of engine accessibility.

Wire wheels are employed, and the spare is mounted under the tail panel. For ordinary use the car will have a windscreen, a light hood, side screens, and front and rear bumpers. For competitions, however, this equipment is removed and the two aero windscreens, seen in the illustrations, are fitted.

The new sports car has distinctly functional lines. Independent front wheel suspension is used, with wishbones and coil springs. This is the "competition trim".

View of the cockpit. Leather has been well used to soften the edges and to tone in with the upholstery. The steering wheel spokes have been drilled.



NEW CARS DESCRIBED



A two-colour scheme sets off the attractive lines of the new Daimler. Above, left: the car is seen with its power-operated head lowered.

DAIMLER CONVERTIBLE COUPÉ

New 3-litre Model with Lower Build and Mechanical Actuation of Windows, Head and Luggage Locker Lid

TO the car owner who requires refinement coupled with lively performance the latest model to carry the famous Daimler name will make a strong appeal. It is the 3-litre Convertible Coupé, and its name has been chosen so that its style shall be readily recognized, "convertible" being a term well understood in the U.S.A. and "coupé" being the more usual Continental and English word.

Basically the chassis is the same as that of the 3-litre Regency saloon, but there are certain important changes, for the car is designed for high speed travel over long distances, although without any sacrifice of the refinement and smooth operation for which the marque is renowned. Thus the six-cylinder overhead-valve engine has a light alloy cylinder head

giving a higher compression ratio, of 7.5 to 1, than the 6.7 to 1 ratio of the Regency. This has raised the power output from 90 b.h.p. to 100 b.h.p.

Moreover, the preselective epicyclic gear box used in conjunction with the fluid flywheel, as is the customary Daimler practice, is so arranged that the third gear is the direct drive and the fourth gear is an overdrive or geared-up ratio. This arrangement should really be regarded as a three-speed layout with an overdrive, and the car is intended to be driven accordingly, the actual ratios being 14.68 to 1 on first, 7.76 to 1 on second, 4.89 to 1 on the direct or third ratio, which should be regarded as top gear, and 3.46 to 1 on the fourth ratio or overdrive.

Ingenious Use of Space

There are also other special chassis features of the Convertible Coupé, partly dictated by coachwork considerations. Thus it was desired to include a luggage locker of adequate capacity, and to do this necessitated lowering the position of the spare wheel. To achieve this the normal petrol tank is replaced by two separate tanks housed beneath the large rear wings, and located therefore at the sides of the locker.

An ingenious method of carrying the spare wheel so that it shall be readily accessible when needed has been devised. It lies in a metal tray which is carried by two pairs of pivoted links, the pairs of links being of unequal length. A worm and nut mechanism at the right side of the tray, looked at from the rear, has a hexagon head to fit the wheelbrace, the head protruding through the floor of the

locker so that the wheelbrace can be used to turn it. The tray thereby moves backwards, and, owing to the uneven lengths of the links, the rear edge of the tray is simultaneously lowered, thus making it possible to slide the wheel out with the minimum of effort.

Replacement of the spare wheel and tyre is also rendered easy. It is necessary only to raise one side of the wheel on to the edge of the tray and the wheel can then be slid in; the tray is retracted into its normal position by using the wheelbrace. The wheel is also held securely against rubber blocks in the tray so that no other securing device is necessary; the action of the tray clamps the wheel securely.

Another modification is seen in the shape of the two main body-supporting brackets projecting from each chassis frame side member. These have a curved face to receive two large-diameter steel tubes to which various brackets are welded. These tubes virtually form the body sills, and impart great rigidity to the body structure, which is necessary to prevent relative movement at the doors and scuttle when a convertible or drop-head body is used.

At the front these tubes are united by a tubular steel hoop which forms a stout and rigid anchorage for the scuttle. At the rear the tubes are united by a steel plate which runs across the car and forms the heel plate for the rear seat; this plate therefore adds to the torsional stiffness of the body. The rear wings are also attached to brackets at the rear of the sill tubes.

Fundamentally the body frame is, therefore, a steel structure of considerable

There is ample space in the luggage locker. The petrol tanks are in the wings and the spare wheel in a tray beneath the floor. Power operation is used for the locker lid.



rigidity. On this is mounted the paneling of aluminium, wood fillers being attached to the frame at various points for the attachment of the panels.

The new model also has a lower radiator in order to give a lower scuttle line, but the characteristic fluted design is maintained in the radiator shell.

In appearance the car is distinctly modern, and its lower build adds to its graceful and speedy lines, which are admirably suited to a two-colour scheme. Moreover, the car appears well balanced whether used open or closed. The single wide door at each side gives easy access to both front and rear seats, and the long line of the front wings passes across it. The rear wings have detachable side valances.

Labour-saving Auxiliaries

Power operation is fitted for the drop head, locker lid, main door windows and pivoted quarter-lights. The locker lid is operated automatically on releasing the single securing handle, which is provided with a lock. The flaps in the rear wings which conceal the petrol fillers are released from within the locker. Tools are neatly nested beneath a hinged flap in the locker, and accommodation for tyre tools is provided above the side tanks.

The fixed screen is well curved, and slender pillars assure good vision. The latest Smiths heating and demisting equipment is standardized, and provision is made for the fitting of radio. Front seats are separately adjustable and their squabs hinge forward to make access to the rear seats easier. Elbow rests are mounted on the doors, in which there are useful pockets, and the rear seat has side and central arm rests.

A wide choice of duo-colour schemes includes cream and green with beige leather upholstery, cream and crimson with beige or red leather, dual grey with blue, grey or red leather, fawn and maroon with beige or red leather, beige and black with beige leather, and all-black with red, green or beige leather.

Luxurious seating includes individual arm rests for each of the separately adjustable front seats. This example has left-hand drive for export, and in this view the graceful lines and the clean appearance are seen to advantage.

SPECIFICATION

Engine.—6 cyl, 76.2 x 107.95 mm (2,952 c.c.). Compression ratio 7.5 to 1. Four-bearing crankshaft. Maximum b.h.p. 100. Push rod operated overhead valves. Twin S.U. carburetors.

Transmission.—Fluid flywheel with pre-selective three-speed and overdrive gear box, hypoid bevel rear axle. Overall gear ratios: 14.68, 7.76, 4.89 and overdrive 3.46 to 1.

Suspension.—Front, independent by coil springs, with torsional stabilizing bar. Rear, half-elliptic. Hydraulic telescopic spring dampers.

Brakes.—Girling hydro-mechanical on 12in drums.

Steering.—Morris worm and double roller, adjustable steering column.

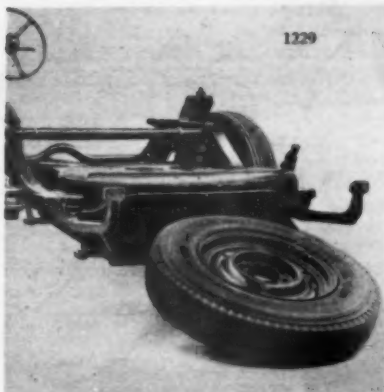
Wheels and Tyres.—6.50—16in tyres on disc-type bolt-on wheels.

Electrical Equipment.—12-volt, voltage controlled. Built-in head lamps, separate wing lamps, twin fog lamps.

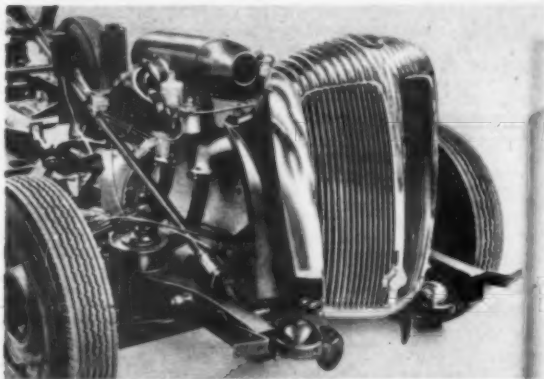
Fuel System.—Two 7½-gallon tanks, in rear wings.

Main Dimensions.—Wheelbase 9ft 6in. Track 4ft 6in. Overall length 15ft 11in. width 5ft 10½in, height 5ft 1in. Weight 36 cwt 3 qr 24 lb (4,140 lb).

The radiator of the new Daimler is lower and smaller. With raised compression ratio the power unit now develops 100 b.h.p.

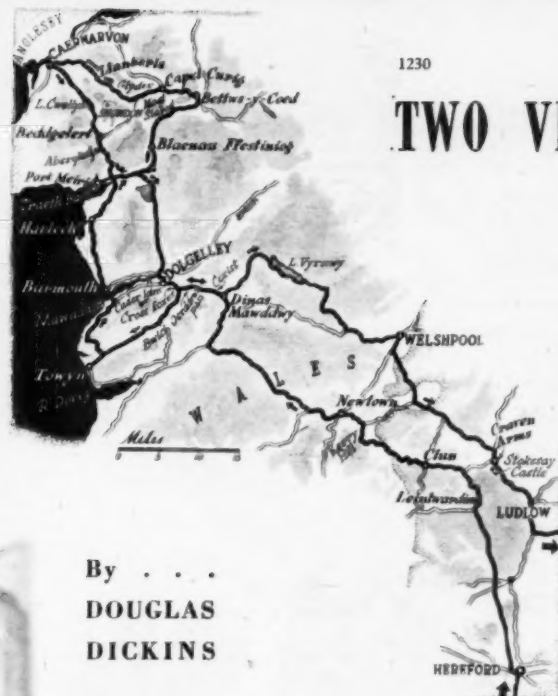


Here is the ingenious tray for the spare wheel. The operating gear is seen near the right-side rear wheel.



TWO VIEWPOINTS IN WALES

An Anglo-American Tour Gives a New Slant to an Englishman's Impressions



By . . .
**DOUGLAS
DICKINS**

WHEN an American has lived in every European country, and has driven overland to India, he is a better American for the experience. But he is also apt to be a trifle *blasé*. Thus it was with some diffidence that I offered to show my friend Chuck some of the mountain scenery of Britain.

In four days we covered nearly 700 miles, heard a "foreign" language spoken within 200 miles of London, saw castles that were 400 years old when Columbus discovered America, met a philosopher-tramp, visited an Italian village and the sites of volcanoes and glaciers, photographed a dove-cote, a stage-coach and a policewoman, and paid homage to Shakespeare and George Washington.

Approaching my favourite Cotswolds, we drove past Blenheim Palace to Stow-on-the-Wold, where our civil war ended two centuries before the American one and the medieval stocks still stand where sheep used to be sold. Thence to tea at Lower Slaughter, where photographers were shooting from all angles at the sparkling stream, the flat bridges, the water mill, and the grey stone cottages. Naunton provided a detour to see the famous dove-cote, which must have ensured a surfeit of pigeon pie for earlier inhabitants.

Heat dictated a pause for refreshments at the County Hotel, Gloucester; after which a navigational lapse led us astray down the Severn valley, until by devious lanes we came through the Forest of Dean to Ross-on-Wye. Here we dined at the Swan Hotel, which ranked high in our estimation not only for the turkey and apricot melba but also by offering second helpings! I like to think that this was standard practice, and not a mark of favour to a visiting foreigner. After watching a fiery red sun sink behind the fields across the Wye, we did a gentle twilight run into Hereford. Here we must accord full marks to the City Arms for their reception of two chance travellers at 10 p.m.

Next morning saw us in the Welsh Marches, the country of black-and-white houses, which by American (or any other) standards are distinctly "cute." Shortly after Leintwardine we came to a T-junction which for once our A.A. route did not mention. The signpost, we thought, would orientate us; but, like many of its kind, it vouchsafed information that was parochial, and it showed a queer sense of humour, for all three converging roads bore the same number.

To Chuck, the complexity of our road system was a source

of wonder. To him who once drove from New York to Los Angeles without a map, my preoccupation with maps and route cards must have seemed academic. However, having realized the density of our population and the age of our villages, and having seen the layout of our rolling roads, he began to appreciate how easy it is to get lost—and ended up quite a fair navigator.

Our route took us through Clun, over Kerry Hill with the extensive conifer plantations of the Forestry Commission, and down for lunch to Newtown, birth and burial place of Robert Owen. From Dinas Mawddwy we were really among the mountains, climbing the lovely valley of the Cerist to our first real pass, the Bwlch Oerddrws (the Cold Door Pass), a modest 1,178ft, opening out on to wild moorland.

At the Cross Foxes A.A. box, instead of going straight on to Dolgellau, we turned south-west under the lee of Cader Idris. The lovely prospect of Tal-y-Llyn, cradled in green between steep rocky slopes, was enhanced by a mistiness creeping up the valley from the west. Alas, as we approached Towyn, a sea fog blanketed down and blotted out all view beyond the nearby sheep. However, the impact of Towyn on a Sunday afternoon left us with the impression that we had not missed much, and this was heightened when we tried to get a cup of tea. One small tearoom amazed us at 5 p.m. by firmly closing its doors and cleaning up inside.

From Towyn to Barmouth by the coast road should normally be a beautiful run, but we had only an occasional glimpse of the sea until crossing the Mawddach estuary by the Penmaenpool toll bridge. The Royal Hotel at Barmouth had its consolations, including a hot bath and a good dinner. It was impossible, however, to justify to Chuck the Welsh practice that denies to a local inhabitant a Sunday evening drink in a public bar, while allowing hotel sojourners the privilege, as if they were at home, of drinking themselves under the table if they wish.

It was a shock, after the beauties of Harlech, the Traeth Bach estuary, and the Afon Dwyryd valley, to be confronted by the grey desolation of Blaenau Ffestiniog. Pity it is that the production of one ton of finished slates, the principal

Built as a memorial to members of the climber's club who were killed in the war, this little bridge spans a stream in the Llanberis Pass at the foot of Snowdon.



mineral wealth of North Wales, involves the quarrying of from 12 to 20 tons of rock.

However, from the Crimea Pass we had our first view of Snowdon, then dropped down over moorland scenery to Bettws-y-coed in the Vale of Conway. At 2d for admission, we felt that the Fairy Glen was good value, and noted with pleasure that this pre-war charge had resisted all inflationary pressure. At "Betty the Co-ed," as Chuck called it, the Glan Aber Hotel furnished an excellent lunch, and valuable advice on routes; the latter was aided by the sensible arrangement of maps under the glass tops of the bar tables.

Forsaking A5 at Capel Curig, we climbed between the masses of Glyder Fawr and Moel Siabod to the Pen-y-Gwryd Hotel at the head of a small tarn. This marks the bifurcation of the roads to Llanberis or Beddgelert, and also the start of one of the recognized climbs of Snowdon.

The Llanberis Pass reaches a height of only 1,168ft, but ranks as one of Britain's wildest. From the inn at the summit, the road drops steeply through a defile, nestling under the slopes of Snowdon, whose 3,650ft peak is only about two miles westward as the crow flies. Thus our British mountains make up what they lack in height by their steepness and grandeur. Polished stones in this pass, incidentally, provide the clearest evidence of the glaciers that covered North Wales as recently, geologically speaking, as 25,000 years ago. What is not so evident to the untrained eye is that the area was a centre of volcanic activity about 350 million years ago.

Between the Lakes

Llanberis village lies between Llyn Peris and Llyn Padarn, two lovely lakes, the first of which is marred by the debris of the Dinorwic slate quarries. As we watched across the lake, tiny engines shunted rows of trucks along various levels, adding their refuse to a mountainside of shale which rises to 2,000ft.

Our farthest point north was Caernarvon on the Menai Strait, the Roman Segontium, whose castle (1285 to 1322) represents one of Edward the First's six bulwarks of defence against the Welsh. One thing we could not conquer was the Welsh language, and more than once we had to show a name on the map, rather than struggle with the or pronunciation. Chuck said, watching little boys chattering away in their national language, that he could make himself understood from Oslo to Athens, but right here, a couple of hundred miles from London, he was completely stumped.

We returned by the Beddgelert road past Llyn Cwellyn, and, as we reached the moorland village of Rhyd-ddu, the Anglo-Saxon thirst for afternoon tea became overpowering. From deck chairs under the striped sunshades of the Minafon café we watched the distant Snowdon train chugging up the skyline to the summit.

From Beddgelert the road drops through the beautiful Pass of Aberglaslyn, where it is easy to imagine oneself in the Alps, with the firs clinging to the steep sides and the Afon Glaslyn torrent flowing over its bed of boulders.

Port Meirion—how should one define this essay in landscaping, village planning, and community living? We saw a steep hillside falling to the wide sands of an estuary, an old house transformed into a luxury hotel, a sea wall with a moored ship alongside, cunningly simulated in concrete, cottages dotted about, all washed in different pastel colours, magnificent gardens with towering rhododendrons and azaleas, the whole surmounted by an Italian-style campanile, and at every turn a wrought-iron gate or unexpected balcony or archway or some piece of quaint statuary that bespeaks the artistic hand and eye of the architect, Clough Williams-Ellis, who conceived and carried out the whole venture.

After a clean-up following a hot and tiring day, we enjoyed cocktails in the "Cockpit," built of timbers from H.M.S. *Arethusa*, and then dinner reminiscent of pre-war days.

Now we were faced with a quandary. Port Meirion faces south-east, and the sun was already cut off by the cliffs, though it illumined the far shore and mountains with warm yellow light. The photographer in us urged us to stay the night and take some morning pictures, but the realist in us compelled us to admit that it would be fully two hours before we could tear ourselves away, and that would leave

insufficient time for all we had to see. So we decided to put temptation 20 miles behind us, and set off at about 9 p.m. for Dolgelley, leaving a gorgeous sunset over the Llyn peninsula.

Arriving after 10 p.m., unannounced, is a good test of an hotel. At the Golden Lion, Dolgelley, most of the staff had gone home, but the management passed with full marks.

On Tuesday morning we made an early start, and after a quick look at Lake Vyrnwy, Liverpool's main reservoir (rather an anti-climax with its gentle hills clad in sombre firs), we set course with all speed for home—but not direct, for a tour must never fizzle out like a damp squib, but should contain "targets" right up to the end. Thus we drove via Welshpool to Craven Arms, where Stokesay Castle shows how the manorial gentry of the border lands lived, behind their moats and fortifications, in the 13th century. For Chuck, the nearest parallel would be the stockades that defended his ancestors against the Indians.

Ludlow boasts some of the finest "magpie" houses, including the renowned Elizabethan Feather Inn, with carved panelling and pargeted ceiling. Here we had lunch, and shortly after collected a hen pheasant which stupidly walked right into our path and later made very good eating. Thence to Worcester, whose cathedral overlooking the Severn is one of the loveliest; and on to Stratford-on-Avon.

A few showers of rain in the afternoon had cleared up and left the country looking fresh and green (that greenness of Britain is one of the things that most strikes an American), as we found our way over Sunrising Hill and through Banbury to our last landmark—appropriately enough one with American associations. Sulgrave Manor, the home of George Washington's ancestors, and now maintained by a joint Anglo-American committee, is full of interest not only as a museum containing many relics of the first American president, but also as a well-preserved example of English Tudor living.

Created by Clough Williams-Ellis, the village of Port Meirion lies on a cliff edge. The campanile and a group of colour-washed cottages, used as annexes to the hotel, are seen across a sunken garden.



CARAVAN COMMENTARY

By JOHN YOXALL

The Willerby Junior has pleasingly neat lines while on tow.

WHILE attending the Caravan Club's recent rally at Selsey, one could not help but admire the excellent manner in which the meet was run. The field, which adjoined the sea, had been carefully marked out so that the attending caravans would form a horseshoe—the emblem of the club's badge. This arrangement had the added advantage of leaving an arena of ample area in which to hold the children's sports and the reversing trials for the Sheppard Cup.

As anyone who has tried it will agree, reversing a car and van outfit accurately is very difficult. In the Sheppard contest each competitor is timed while backing and reversing through a T junction from both directions. Points are lost for touching the bamboo canes erected to represent brick walls and for having to go forward again for repositioning. Two runs are made and the scores added together.

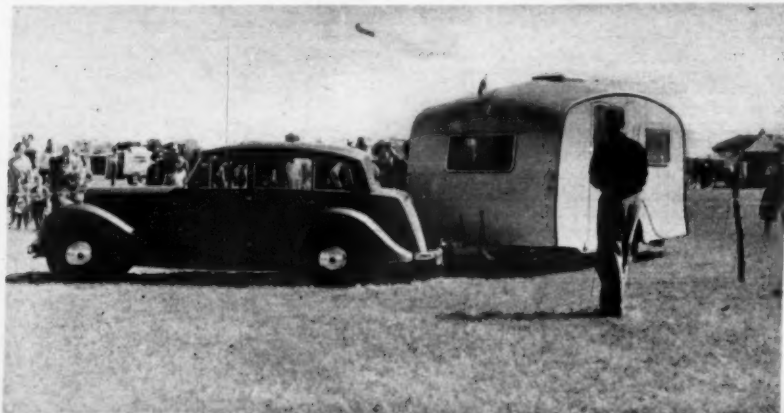
Many of the entrants managed very well while turning to the right side, where the position of the van in relation to the "wall" could be seen from the driving seat, but turning to the left side meant completely blind steering, aided only by the navigator. The difficulty in this matter emphasized the need for a straight "see-through" in which the front and rear windows of the van are low enough to be in line with the rear window of the towing car.

After having shown (by taking second place) his proficiency with ordinary methods of reversing, Mr. L. J. Simmons, with his Wolseley-Eccles combination, demonstrated how easily was the problem surmounted if an auxiliary towing ball is fixed to the front of the car. The van can then be pushed very accurately and with the greatest ease. Where vans have to be stowed in places difficult of access this arrangement has much to recommend it.

A SHORT while ago I took the opportunity offered by Montrose Caravans—aided by one of their agents—to test the Willerby Junior. This is a four-berth caravan with a body length of 12ft 6in—definitely on the small side for a full four-berth, but the centre kitchen arrangement makes the most economical use of the space available and there is a distinct feeling of roominess.

As would be expected of a caravan coming from constructors who specialize in living vans, there is much of the home about the Junior, as distinct from a van designed primarily for mobility. Windows are both plentiful and of ample dimensions and there is floor and roof locker space for each occupant. All the furniture is in polished oak veneer and is quite attractive.

The kitchen would delight the heart of any woman, except



A smart outfit competing in the Sheppard Cup Trials at Selsey. Mr. C. A. Ives' Triumph Renown and Bampton caravan.



Grace Space.. Pace..

*"Conveys an air of good living . . . one of
the most impressive cars in the world today."* THE AUTOCAR.

"Unusually generous accommodation for 5 people and their luggage.

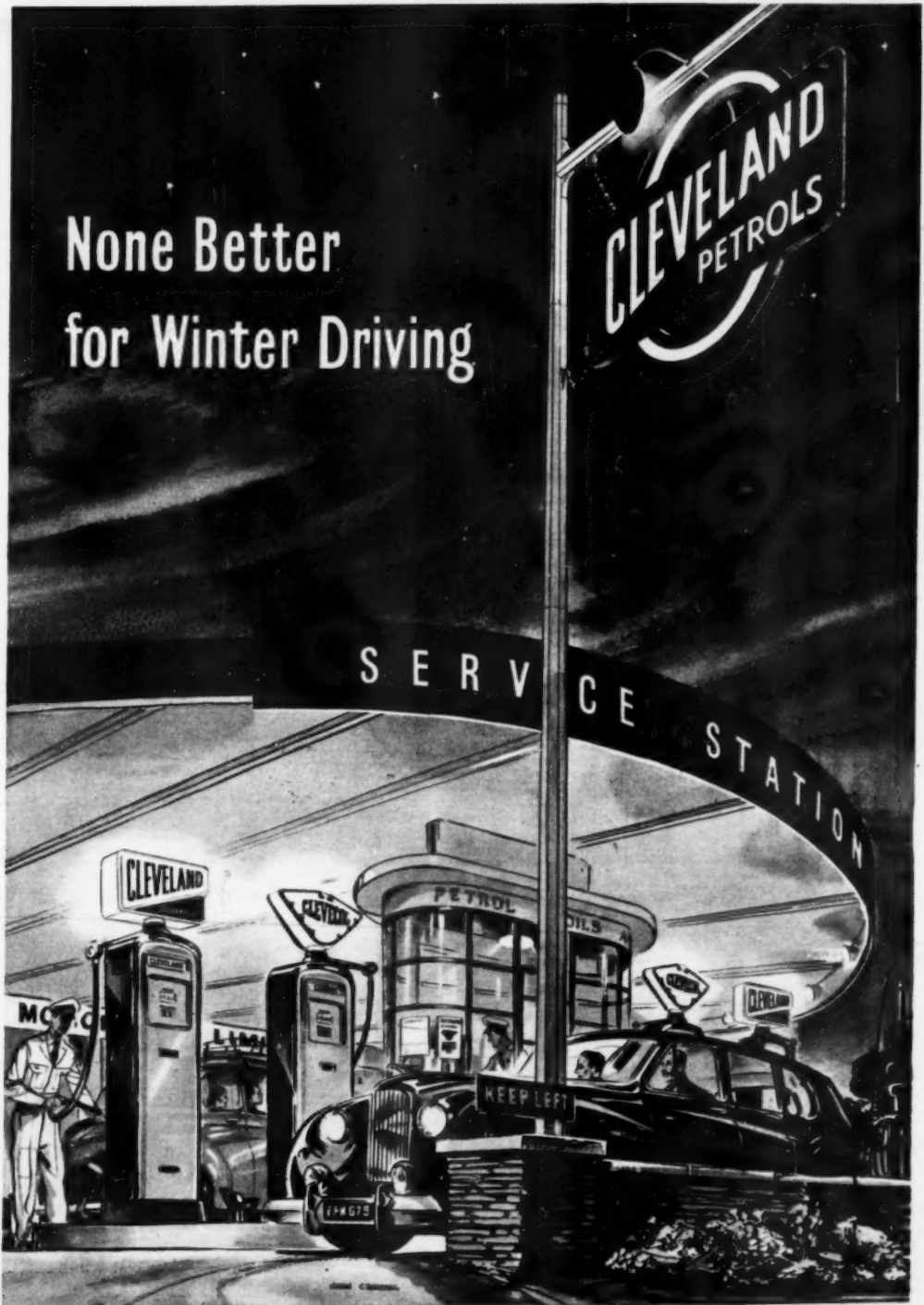
*Great power with notable smoothness and
silence."* THE MOTOR.



Powered by the famous XK120 Engine

JAGUAR

None Better for Winter Driving





Reversing forwards! Mr. L. J. Simmons demonstrating, with his Wolseley-Eccles combination, how easily a caravan can be backed when hitched to the front of a car.

CARAVAN COMMENTARY continued

in one respect. When cooking with the very efficient Calor-Hilton stove there is nowhere to rest anything taken off the stove, and for the same reason there is nowhere to heat plates.

Adjacent to the cooking apparatus is a nice clean-looking white plastic sink of a shape that is economical in the amount of hot water required for washing up; and the draining board does not overlap any of the berths.

The Junior is a warm van—an asset in the boisterous weather of Britain—and a very good point is the absence of noise from the roof during rain. The roof also has short extensions to the guttering to lead the rainwater away from the walls of the van. This prevents ugly black streaks from appearing on the paintwork.

There is a point on the floor to supply gas for a radiator and two lights, sited in very convenient positions. There is, however, no electric wiring of any sort—not even to give a rear light for night travelling.

FROM the motoring point of view the Junior has points both for and against. Tested behind an Austin A.40 it appeared a trifle heavy but not excessively so, unless severe country were going to be tackled. On reasonable road sur-

faces there was no suggestion of snaking at speeds below 40 m.p.h., and since this is well over the legal limit for this country it matters little what happens above 40 m.p.h., unless a foreign tour is projected.

The particular model on test was inclined to be noisy on tow, owing mostly to excessive clearances in the ball coupling, but, although coming from a reputable firm, this coupling appeared to be somewhat of a "rogue." Five-leaf springs, rather short, made the Junior a trifle jumpy over bad surfaces and the 5.00—16in tyres seemed rather small. Although they were inflated to 32 lb per sq in there was still a distinct bulge in the tyre walls.

A heavyish roof and lots of lockers just under the ceiling gave the van a tendency to roll, which could be distinctly felt on the steering when cornering at any speed, but this is unlikely to make itself apparent while travelling at a more leisurely gait.

The Willerby Junior is a sound and comfortable van—the beds are positively luxurious—but from the towing aspect it is not a thoroughbred; however, one would not expect it to be so at £265.

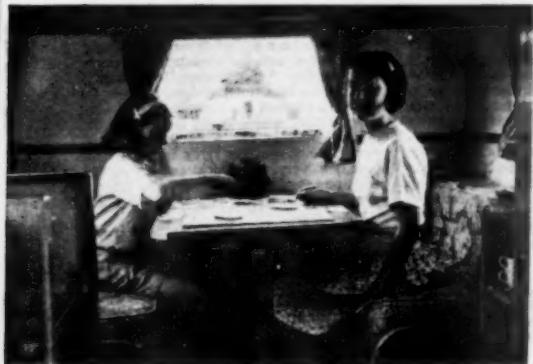
A FEW years back it was declared policy that Britain had finished with tiny cars, and only lusty vehicles suitable for the world's markets were to be produced. Alas, this has become but a memory—not but what we export a large number of splendid vehicles—for penal taxation of fuel has made the small car more attractive than ever at home. This has provided the caravan manufacturers with the problem of building caravans suitable for towing by cars of the smallest horse-power.

The latest of these is the Dinky (*The Autocar*, August 8), which, it is claimed, is suitable for towing even by a motor cycle combination of over 500 c.c. Its dimensions are 10ft by 5ft with 6ft 1in headroom. To provide a full 6ft 3in double bed there is an extension to the side wall which hinges outward to accommodate the foot of the bed. A third berth, suitable for a child, is situated in the front of the van. The makers claim that the towing weight, including a dumpy cylinder of butane gas, is approximately 6½ cwt.

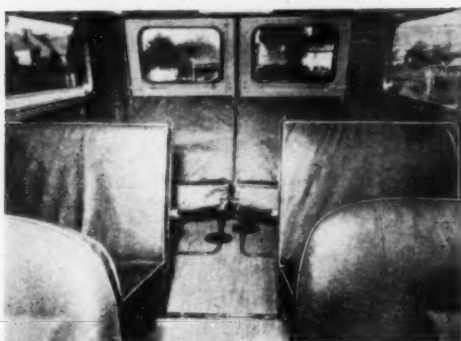
A point must be made of trying some of these "tiddlers" and letting the owners of Austin Sevens, Morris Eights and suchlike cars know how they perform.

(Right) The Willerby Junior looks homely and photogenic, especially at a waterside halt near Wokingham in Berkshire.

(Below) This interior illustration of the Junior shows clearly the deep interior-sprung mattresses, the ample dimensions of the dinette and the wide window. On the right are the china cupboard and wardrobe and on the left the centre kitchen.



THE COMMERCIAL SHOW



Looking rearwards inside the Dormobile, with the seats in their normal position, and in the bed position. In the latter position, they would seat eight people.

BEDS and SEATS

A LOOK ROUND THE HEAVY VEHICLES AT EARLS COURT

A CAR with beds naturally suggests itself as an alternative to a caravan, especially in countries of rough roads. At this year's Commercial Motor Show at Earls Court, which is open until 9 p.m. tomorrow, the Dormobile makes its bow. A joint design by Martin Walter, Ltd., and Vauxhall, it has a Bedford 1½-litre van chassis, a Uteleon body, and looks like a small American bus. There are two individual seats in front, and four individual seats behind, six in all. The four rear seats fold down to make two beds, and they can also be slid together to make a double bed. They have foam rubber fillings. When all the space is required for gear, the rear seats fold up against the sides, and leave the linoleum-covered floor free. There are doors in the back panel, and it has a lined and insulated roof.

The Dormobile weighs 2½ cwt, can be loaded to a gross weight of 33 cwt, and is 12ft long overall. Just the thing for the explorer—or even the tourist.

There is much of interest for the motorist at this show. How comfortable the coach seats are, with their head-rests! A Burlingham coach has head-rests which

fold down into the back of the squab when not wanted, but (in the motoring view) the seats in the little O.M. Italian bus are the most interesting. A plated bicycle tube frame holds a foam rubber cushion, on a solid pan; but the squab is a hammock upholstered by five foam rubber half-sausages and a head-rest. If you lounge, or if you sit upright, if you are stout or if you are thin, the public was agreeing that it is most conformable and comfortable. Do we really need large upholstered suites of furniture in our cars? Another point occurs. The rubber-backed moquette upholstery like carpet, which is used in coaches and buses, must be hard wearing, can be wiped clean and is waterproof. It does not shine the suit like leather, or get dirty like cloth, and one has yet to see a bus which for either of those two reasons has been fitted with loose covers at some expense.

The commercial vehicle people do not seem to have any inhibitions about colour. No black or fawn for them. Mustard with white spots . . . midnight and pale blue (why no blue cars?) . . . smoke blue and eau de Nil. Someone has let the artists off the lead, with pleasing results.

Technically, it is seen that no small diesel which would be really suitable for a car is there: the diesels are essentially commercial units. There is of course a small and very good diesel in the Trojan van, but it is a three-cylinder unit, basically the half of a big transport diesel. Nor is there any great development in automatic transmission, in which the commercial vehicle people pioneered, but Daimler reveal a modification of their self-changing Wilson gear box arrangement. As an alternative to the fluid flywheel on buses, there is available a centrifugal clutch, internally expanding, like a brake. A ring of heavy segments with clutch lining on their outsides is held in by two continuous coil springs. The segments fly outwards when the engine is speeded up and engage the clutch. Inside the clutch, there is an assembly of ten rollers riding on flats around the output shaft. They are normally held on the flats by a

spring. But when low engine speed disengages the clutch, and the vehicle attempts to free wheel forward, these rollers roll up on to the edges of the flats, are jammed against their outer housing, and lock the drive. Their sole purpose is to prevent the automatic free wheeling which is the main respect in which a centrifugal clutch differs from normal.

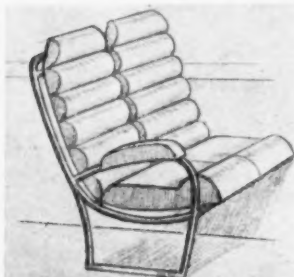
With less serious problems of weight distribution to bother with than the car designer, the commercial designer uses rear engines, underfloor "pancake" engines with their cylinders lying horizontally, and in general puts the power where he pleases. Multi-ratio gear boxes are common. Even with the Bedford, a comparatively light type of truck, an auxiliary box is offered. It multiplies four speeds to eight. Leylands have a two-speed axle.

The Bedford auxiliary box is very small, and when fitted it merely takes the place of the centre bearing of the divided propeller shaft, the two halves of the shaft being slightly shortened. This overdrive has no synchromesh, plain spur gears and engagement by simple dogs. In fact, none of the complications which would no doubt be found necessary if it were to be fitted to cars.

It would be a skilled driver who would be entrusted with the monstrous Thornycroft Mighty Antar tractor, for drawing road trains of a total weight of over 60 tons. A six-foot man comes halfway up the radiator, which is six feet wide; the tubular bumper has a circumference of over 1ft 6in; the rear tyres are nearly 6ft high, and very, very thick; and the driver, with power-assisted controls, has quite a climb to his perch. The engine is a 250 b.h.p. diesel.

The driver has, however, a splendid field of vision. The bus and truck body in general has this quality. Some truck cabs are growing as plucky as American cars, and there are little peep windows, to give a view through steel panels of the kerb or of the road immediately ahead, in both buses and trucks.

J. R. D.



A light but extremely comfortable double seat in an Italian bus.



A scene in Dalecarlia, Sweden

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Land of mountains, pine forests and swirling rivers . . . this is Sweden. Here live a people old in the art of producing fine precision tools, pottery and architecture . . . a people forward-looking and eager to enjoy the best . . . that is why the Standard Vanguard is a big favourite with them. Built by the finest engineering craftsmen, tested under the most arduous conditions it is a car that truly represents 'all that's best from Britain.'

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2nd R. PARNELL B.R.M.
3rd K. WHARTON B.R.M.

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- 1st J. F. GONZALEZ** B.R.M. 87.64 m.p.h.
2nd G. FARINA THINWALL SPECIAL★
3rd R. PARNELL B.R.M.

FIRST SEPTEMBER HANDICAP

- 1st F. A. O. GAZE** MASERATI 82.82 m.p.h.*

SECOND SEPTEMBER HANDICAP

- 1st W. A. DOBSON** JAGUAR 77.76 m.p.h.*

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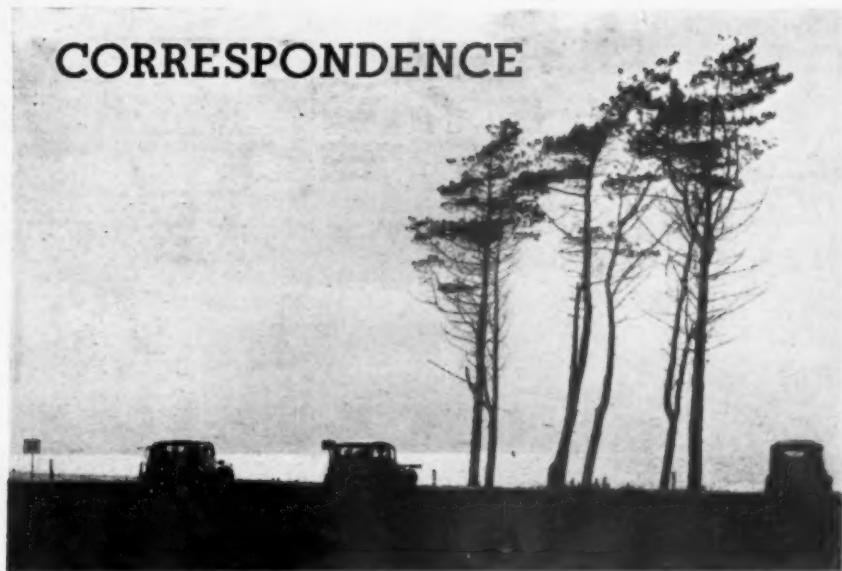


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CORRESPONDENCE



A car park with a view: motorists using Silloth car park, in Cumberland, line up to look across the Solway Firth at the distant coast of Scotland.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON: S.E.1.

IMPOSTOR

But it Made a Good Story

[64457].—Like your correspondent Mr. H. Hall Jones, whose letter [64433] on amusing registrations you published, I saw the publication of a photograph of what purported to be a doctor's Austin Sheerline bearing the number "SAY 99."

I made it my job to find out who owned this car—only to discover that the photograph must have been a fake as there are no "SAY" registrations.

ALAN HESS,
Public Relations Officer,
The Austin Motor Co., Ltd.

Longbridge, Birmingham.

[The Ministry of Transport have also supplied this information.—Ed.]

LONG-DISTANCE DRIVING

Change Drivers at Hourly Intervals

[64458].—That was an excellent article by Ian C. B. Pearce, which you published in your issue of August 1.

May I make only one comment of possible interest to your readers? The author refers to the changing with a relief driver every four hours. After much experimenting in long drives, especially in the western part of the United States, my wife and I have discovered that the satisfactory timing for a change is not four, three or two hours but *one* hour. In one hour's driving you do not build up any tension, so that if you force yourself to give up the wheel at the end of an hour and turn it over to your relief partner you will find that you can continue on that rotation almost indefinitely, allowing, of course, proper amounts of sleep, without building up any fatigue.

The trick, therefore, is to force yourself to make the change and it is a great temptation, especially when you are cruising at high speed on the long, straight roads in the western part of the United States, to be reluctant to change at the end of an

hour. One still feels very good then, and the normal human reaction is to go on until one is tired, which is exactly the wrong thing to do. One should stop before there is any tension or any fatigue, and our experiments have indicated that a shift at the end of an hour is the way to achieve that result. Perhaps some of your rally enthusiasts would be interested in these reflections.

WILLIAM LOEB,
President,
Manchester, New Hampshire, U.S.A. Union Leader Corporation.

SAFETY FIRST

Words of Advice to Fire Marshals

[64459].—I read with interest J. A. C.'s article "Safety First," in the issue of September 5, and, as I have been associated with the fire protection of Silverstone and other meetings during the post-war years, I would like to endorse his remarks on the ever-present risk of fire and consequent loss and personal injury involved in an outbreak.

Whatever the method of refuelling, risks have to be taken by the pit staff to avoid delay. If they recognize the risk of fire, this, in itself, is a safety factor.

The fire marshal, however, should be unobtrusively in the background during the refuelling operations, and should have complete confidence in his extinguisher and practical experience of its use. To the more obvious causes of an outbreak of fire in refuelling can be added the possibility of static electric spark caused by tyres and also by pressure refuelling itself. Personnel responsible for the patrolling of the pits should be on their toes during the whole refuelling period of a Grand Prix race.

Foam is the best possible method of dealing with hydrocarbon fires covering a large and level area. For the refuelling risk, however, a choice should be made of one of the three inert gas type of extinguishers: methyl bromide, carbon tetrachloride, or carbon dioxide. The extinguisher selected should be a pressure type, with a controlled discharge if possible, so that the extinguisher can be turned off immediately after the extinction of the fire, and a certain amount of liquid conserved in case of a flash-back. Any of the above gases on discharge should penetrate the most inaccessible parts and envelop the burning area, and they have a further advantage in that they do not leave a residue on the track or the car.

The writer's recommendations for the provision of a thick blanket or asbestos blanket for the protection of the driver or

CORRESPONDENCE

continued

pit staff themselves is admirable. He did not, however, mention in his article the question of an outbreak of fire while the car is in very rapid motion. The problem of extinguishing a fire in the engine area of any type of racing car in such circumstances can be dealt with by remote control from the cockpit in the same way as in an aircraft.

Finally, I should like to conclude with one or two suggestions to fire marshals: work in pairs; get your plan of action and "backing-up" drill well buttoned-up; do not open the bonnet of the car if the fire is in the engine area unless you have to, the extinguishing gas is far more effective if it is directed through any opening in the bonnet; carry an old pair of gloves in your pocket—these vehicles can get very hot.

Claygate, Surrey

G. L. EVANS.



The incident referred to in the letter below.

YOUR MOVE

Deference to the "Heavies"

[64460].—I took this picture in the Kruger National Park recently while leaning over the back of a TC M.G. Even though the hood was down, the elephant did not show much interest in us until he had walked to within eight yards of the car, at which stage we gave him the right of way and moved on!

Johannesburg, South Africa.

G. R. WHITLEY.

FUEL ECONOMY

General Economy Should be the Aim

[64461].—Most motorists are, at the present time, interested in economical motoring. Economy in the use of petrol, however, should not be the yardstick with which to measure running costs.

Gordon Wilkins (*The Autocar*, August 29) claims that on a run he can coast for approximately 50 per cent of the distance and that he can still maintain an overall average speed of 30 m.p.h.

This statement implies that down every slope he must be running at over 30 m.p.h. Apart from the fact that I consider coasting to be bad driving, surely the extra amount of braking involved wears out brake linings more quickly than if the engine is used as a partial brake? And brake relining is costly.

Mr. Wilkins also switches off his engine while coasting and at certain traffic stops. The restarting would surely place severe extra wear upon one's battery, another costly item. Let us not get this economy of petrol out of proportion.

Yeovil, Somerset.

J. M. FAIRBROTHER.

Misunderstanding of Gear Lever Position

[64462].—In *The Autocar* of August 29 Gordon Wilkins, in his most interesting article on fuel economy, advises switching off the engine, when coasting, so as to save even that small quantity of petrol which is used when the engine is idling. Is he referring only to economy competitions, or is he advocating this practice for general driving? With petrol at 4s 3d a gallon, most of us are extremely interested in any hints on fuel economy.

The handbook of instructions concerning my car, however, warns drivers against the practice in the following words:

"The car should not be allowed to run downhill with the ignition switched off, as, in consequence, the oil film on the cylinder walls and pistons will be washed away, resulting in

crankcase oil dilution and cylinder wear. In addition, an unburnt mixture will collect in the silencer, and, when the ignition is again switched on, any resulting explosion may burst the silencer."

This is quite definite and, in consequence, the motorist who is not an engineer is rather puzzled. Could Mr. Wilkins please explain?

E. J. V.

Richmond, Yorkshire.

"Coasting" means running downhill with the gear lever in neutral. The note in the handbook refers to running downhill with the engine switched off and with a gear engaged so that the car is forcing the engine to revolve, a practice which cannot be recommended on any account.—Ed.]

MOBILGAS ECONOMY RUN

Competing Cars Standard in Every Way

[64463].—It is seldom that I take exception to anything written in your journal, but the caption under the illustration on page 1057 (*The Autocar*, August 29) should, in all fairness, be corrected.

Your statement "Extreme steps are taken to modify the vehicles in this event, and the most fantastic m.p.g. figures are returned," is far from being fact.

Nothing whatsoever is modified. Fuel jets may be replaced only by those listed as strictly stock by the factory. Gear ratios are only those listed, and a higher ratio from the same make of car is not permitted to be placed in another model of that make.

Tolerances of the various parts, such as bearing inserts, must be strictly stock. Spring dampers are not allowed to be changed from the original tension. Intake and exhaust passages are not allowed to be smoothed out. Nothing is allowed to be removed from the car to lighten it. Likewise, nothing may be added—except such accessories as are specified by the factory.

Tyre pressure must be held to that specified by the factory as suited for any particular size. This is, of course, a big item where our "dough-nut" tyres are concerned and where increased pressure would give less road-drag and therefore better m.p.g. The American Automobile Association has on hand, at all times, a large staff of inspectors who see that none of these rules is violated.

Naturally the various makers, also, have on hand a staff of mechanics to get the cars in absolute tune for the best possible m.p.g., but I assure you that nothing is done to change the cars from factory standard and any private owner could do the same and get the same m.p.g.—provided that he took the time to tune his own automobile to its highest perfection. An observer rides in each car, during the run, to make certain that the car is kept in gear at all times, as no coasting is permitted. The fuel, oil and water fillers are sealed, except at the official filling stations.

In all fairness to Mobiloil, I think that this error should be corrected.

WENDEN OLIVER.

Altadena, California.

EYES FRONT

Farm Bulls and Cyclists...

[64464].—In the issue of September 19 you published three letters [64335, 64336, 64337] from cyclists. One admits to having been aroused from a reverie; another admits to day-dreaming, and the third denies that cyclists are deaf. Perhaps my recent experiences may be of interest to all three.

While travelling through Collingham I noted a very wobbly cyclist ahead. I sounded the horn in good time and slowed to 20 m.p.h. When my left-side front wing was almost level with his rear wheel he swung in front of me and across to the right-hand side of the road. He gave no signal whatever and, by "standing on everything," I avoided him by perhaps a couple of feet.

Later on, in York, I pulled up at traffic lights behind a double-decker bus. A cyclist came edging up the queue on the left side. The lights changed, the queue moved forward, and the cyclist cut right across in front of me to turn right after I had started my left turn. I would emphasize that my indicator arm was out to the left before I stopped in the queue.

Again, excellent brakes made the difference between a near miss and a cyclist under the car.

The open road is no place for reverie or day-dreaming, Messrs. Fittell and Dell. While cyclists may not be deaf, Mr. Iles, my experience leads me to believe that an inordinately high proportion of them are daft. I find the safest attitude is to place cyclists in the same category as farm bulls: one never knows what they are going to do next.

H. L. HODGSON.

Bolton, Lancashire.



Firestone

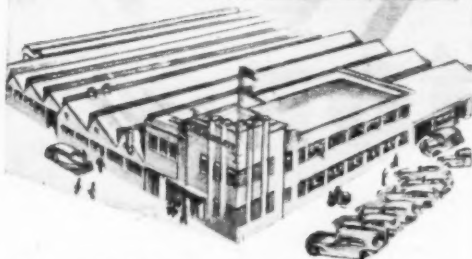
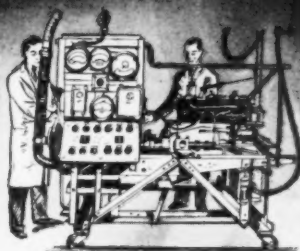
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ECONOMY CARS

Opportunity for the 500 c.c. Car Designers

[64465].—Having just read the article "How Much Can You do Without?" (*The Autocar*, September 5), I take up my pen to implore the powers behind the project, or any similar projects, to get cracking on production without further delay. We keep hearing tantalizing rumours of 500 c.c. economy cars, but when are we going to see them actually on the roads in large numbers?

Mr. Lamburn's design is surely the answer to the small family man's dream. I suggest just one important modification; please employ hemispherical heads with overhead valves, as is the current practice on vertical twin motor cycles. Although the first cost will be fractionally higher, the lower fuel consumption will result in a greater saving in running costs. My present 500 c.c. o.h.v. twin and sidecar regularly achieves 65-70 m.p.g. with myself, wife and small child on board, and a combination outfit is just about the worst aerodynamic shape possible.

Two final queries: why not make use of more plastic components, thereby saving both steel and weight? Need the selling price be any greater than that of a 500 c.c. twin motor cycle and sidecar?

A. ASHWORTH.

Salford, Lancashire.

STOP LIGHTS

Anticipate the Movements of the Car Ahead

[64466].—On the subject of stop lights, may I risk incurring the wrath of Mr. C. Eveson [64397] and others by suggesting that such fittings are unnecessary?

A golfer plays his tee shot in order to be placed correctly for his second shot; the driver of a vehicle should, in similar fashion, keep his mind a distance, or better, a short space of time, ahead of his vehicle. By observing the vehicle next but one ahead, one can often reduce speed by the time the stop light of the car ahead operates. If the vehicle immediately ahead is so large as to obstruct one's view, then one should keep further back.

My own particular motoring bugbears are the character who parks 18 inches away in a car park and opens a three-foot-wide door as far as he can; and his near relation who, in car parks or even in main streets, hooks on to one's bumpers and bends them, leaving a pile of mud as the only clue to his identity. The only satisfaction I have ever had in this connection was the thought that the gentleman who bent my left-side front bumper in a Stafford car park must, judging from the size of his visiting card, have had the rear wing of his car nearly torn out by the roots!

J. B. ROBINSON.

Pedmore, Worcestershire.

"RESTRICTIVE PRACTICES"

Road Planners Responsible for Delays

[64467].—I have read with great interest Michael Brown's article on "Restrictive Practices" (September 12).

I do not think there can be any doubt but that, in many cases, the people who are responsible for planning our roads have very largely contributed to the delays which frequently occur. I think, however, that Mr. Brown is incorrect in criticizing the installation of traffic lights at a road junction on the Great South-west Road (photograph on top of page 1117).

Mr. Brown refers to a minor road but this is not the case. It is a new road which has recently been made and which connects the Great West Road to the Great South-west Road. It had become necessary because of the increasing space taken up by the expansion of London Airport, which has resulted in the closing to the public of at least two roads which previously joined the Great West and Great South-west Roads. The last one to be closed was Cranford Lane.

For motorists like myself who frequently travel from the Ruimslip-Uxbridge area to Feltham and beyond, the making of the new road referred to has been a godsend, otherwise we should have had to go right up to the junction of the Great West and Great South-west Roads at the London end, or travel many miles down the Great West Road, before we could skirt the airport. As it is, the closing of Cranford Lane has put an extra mile on the journey.

With regard to the traffic lights which Mr. Brown criticizes, I think these are most necessary as it would not have been easy to construct a roundabout at the road junction and, without some form of traffic control, it would be almost impossible for traffic on the new road to enter the Great South-west Road. Incidentally this new road is also used by buses.

J. R. STOCKLEY.

Ruimslip, Middlesex.

APATHETIC MOTORISTS

The Butt of National Persecution

[64468].—Mr. A. Young [64430] is to be applauded in his demand of the motoring organizations for the much more active representation of members in the field of the national persecution and exploitation, which they continue to suffer with increasing intensity.

Large numbers of us feel as he does, and we are being defeated, in my experience and opinion, not by our apathy but by frustration, and the seeming lack of support of the industry itself.

It is high time that the motoring organizations called special joint meetings of members, to be held in London and, simultaneously, in the main provincial centres. In this way their collective views might be ventilated and immediate action thereon decided.

L. G.

Ilford, Essex.

ALOOF?

Why Forbid Competitions for the Continental Sports Bentley?

[64469].—I am not a Bentley owner, but like most motorists I have always had a very definite respect for the *marque*, whether in vintage or modern form. But the statement printed in your Road Test (September 12) to the effect that the buyer of the new Continental sports saloon is asked for an assurance that it will not be used in competitions, frankly shocked me.

Here is a car with a magnificent performance and an unashamedly fantastic price, designed solely for export. Why, one cannot help but ask, should the fortunate man who is able to pay £7,000 or so for a car have to submit to such conditions? Just what is supposed to happen if this new Bentley is entered for, shall we say, an Alpine rally? Do the makers fear it will fall to pieces, perform badly against foreign makes, or what?

So far as I know, one may enter anything else, from a Ford Anglia upwards, in competitions, the only reaction from the manufacturer being, in most cases, a desire to help. Perhaps the makers of the Bentley of today feel competitions are beneath their product's dignity? In this case, they should be reminded that they have the use of a name that gained by far the greater part of its lustre in the days when a man called W. O. Bentley was not apprehensive as to the show any of his cars would put up when matched against the best that other nations could produce.

Pinner, Middlesex.

B. JOYNSON-CORR.



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These two photographs show different stages of the accident at Goodwood, when Beckwith-Smith's Frazer-Nash-B.M.W. overturned in avoiding Jacobs' skidding Frazer-Nash. The driver was unhurt.

THE SPORT

by J. A. COOPER

THE success of the recent London Rally, in which only four of the 300 competitors remained unpenalized at the end of the road section, proves that it is quite possible to run a tough and interesting rally in this country without the aid of bad weather conditions or the use of impassable or damaging sections of road. This is excellent, and should be noted by all rally organizers, both great and small, but there is also evident a need for some qualification of this statement as such.

First, it must be realized that an event of this nature and size cannot be repeated too many times in a year without the risk of arousing considerable antagonism among disinterested persons, both motorist and non-motorist. This is also tied up with the vexed question of the too-crowded competition calendar; but whereas it may fairly be argued that there are no reasonable grounds for limiting the number of speed events, which are held on private ground, the same cannot be said for the large-scale rally.

Therefore it seems inevitable that the R.A.C. will have to restrict the number of permits which it will issue in the course of a year for rallies of this nature. The moral, so far as the majority of the smaller clubs are concerned, is surely to run combined events, by forming associations such as the very successful Eight Clubs (which are running their Eastbourne Rally at the week-end of October 17-18 and thus reducing the total number.

Secondly, something must be said about the driving standards in rallies. The vast majority of competitors have sufficient sense to drive no faster on the main road sections than the (always reasonable) set average speeds call for; they reserve their energies, their engines and their brake linings for the really testing sections. But there is always the minority, frequently the newcomers to the game, who think that because they are driving in a com-

petition they must drive at all times as though it were the Mille Miglia. This doesn't get them any place, because the time gained before any one control is rarely sufficient to be of any practical use; it wears them and their cars out unnecessarily, and it causes the general public to regard everyone who takes part in any sort of rally as a menace, to be avoided at all costs and blamed for any misfortune.

There is almost always a clause in the regulations to the effect that any competitor who is observed taking silly chances or endangering other road users will be penalized, if not excluded; and it would do these odd few nuisances good if this rule were implemented a few times as an object lesson. Nobody, least of all myself, wants to be dictatorial or to clutter up our sport with too many regulations and penalties; but in this, as in most other walks of life, it is the few who tend to spoil things for the many, and it is usually the innocent who suffer.

THE "Hawthorn story" is now cleared up, and this is the present position. Mike was invited to drive a works Ferrari in the race at Modena, as a result of a trial after the Italian G.P.; he practised in the Ferrari for the Modena event, and towards the end of the practice went out in the Cooper-Bristol (which Salvadori was to drive) for a few laps. Whatever the reason—perhaps a locking brake, or merely the dissimilarity in handling between the two cars—he slid off the road at a corner, overturning the Cooper. He was thrown out, but one rear wheel of the car dealt him a blow on the chest; it was thought at first that some ribs were broken, but this was not the case. He suffered from a depressed lung, and is now undergoing treatment for it, which will keep him in hospital for about the next three weeks. Very hard luck, with the

fight for the Gold Star so close; but it might have had a much less happy ending. We all wish him a very speedy recovery.

ANOTHER recovered invalid is Chiron, who has only just fully got over his burns received when his car caught fire in the race at Syracuse early this year. One point on which he is now very emphatic is the danger of wearing nylon overalls; apparently, should the car catch fire and the driver be burnt, his nylon garments melt and run into the burns in a sort of jelly, with unpleasant results. This is certainly a point to consider; it is time that the possible use of some impregnated fire-resisting fabric was tried out as an overall material, for the possibility of fire can never be entirely ruled out. With the progress of modern science, some material like this should be possible without the disadvantages of too great weight or stiffness.

THE excellent Goodwood meeting has brought up another matter which has been on my mind for some time. In practice for the 500 c.c. race at Goodwood, Parker lapped in 1m 45.8s (81.66 m.p.h.); Leston was 0.4s slower, and Moss and Brandon both managed 1m 47.2s. After the race, it was announced that the fastest lap, a new record, had been set up by Brandon in 1m 42.8s (84.05 m.p.h.); that is, three clear seconds and two-and-a-half miles per hour faster than the already remarkable practice lap! And Brandon was never higher than third place during the race, finally dropping to fifth. I'm sorry, but I just don't believe that this is possible; it must have been a timekeeper's error (a very understandably easy thing, incidentally, with so many cars which look almost alike). If it comes to that, there are two other 500 c.c. lap records which I have never been able to credit; one is Alan Brown's 90 m.p.h. lap at Boreham, and the other was the now-defunct much-discussed Brands Hatch lap record of some time ago which was alleged to have been set up by Harry Schell in what was, at that meeting, a very tired Cooper-J.A.P.

The timekeepers have a very difficult job, and I always take off my hat to them

COMING SHORTLY

- OCTOBER 4.—Bristol M.C. and I.C.C. National car race meeting, Castle Combe, near Chippenham, Wiltshire.
- 4.—Lancashire A.C. Davis Trophy Trial, near Blackburn, Lancashire.
- 4.—Waterloo and D.M.C. Altcar Speed Trials, Hightown, near Formby, Lancashire, 2 p.m.
- 4.—Eastern Counties M.C. Sprint meeting, Snetterton, near Thetford, Norfolk.
- 4-5.—B.A.R.C. (S.W. Centre), North Devon Rally, Little Testwood Country Club, Tetton, near Southampton, 9 a.m.
- 4-5.—Hants and Berks M.C. Night Navigation Rally, Elcot Park, near Hungerford, Berkshire.
- 4-5.—Vintage S.C.C. Welsh Rally, Presteigne, Radnorshire.
- 5.—Coupe du Salon, France.
- 5.—Tour of Italy, Italy.
- 5.—Blackburn Welfare M.C. Race meeting, Brough aerodrome, Yorkshire.
- 5.—Horsham and D.M.C. and I.C.C. Jackson and Latilla Cups Trial, Petworth, Sussex.
- 10-11.—M.G. Car Club, Weston Rally, Manchester and Stratford-on-Avon, 9 p.m.
- 11.—Scottish International Race Meeting, Charterhall, near Berwick-on-Tweed, Berwickshire, 11 a.m.
- 11.—Slonstone and D.C.C. Bunting Rally.
- 11.—Nottingham S.C.C. and N. Staffs M.C. Race meeting, Silverstone, 12 noon.
- 12.—Garda Race, Italy.
- 12.—Taunton M.C. Allen Trophy Trial.

THE SPORT

continued

for making so very few mistakes. But this new Goodwood lap I frankly consider an impossibility, and I think the position should be re-examined; if that particular lap was very much faster than any other by the same driver, or for that matter any other driver, then I think it should be disregarded. Sorry, Eric!

OVER in the U.S.A., the big Watkins Glen event was unfortunately marred by an accident which resulted in the race being abandoned after only two laps had been covered. Apparently a group of spectators were too close to the roadside at one corner and a Cadillac-Allard driven by Fred Wacker, president of the S.C.C.A., touched the grass there; one spectator was killed and others were slightly injured. Wacker, on behalf of the club, had asked the police before the race began to move the spectators farther back at that point. At the time of the accident the order was: 1, Cunningham (Briggs Cunningham); 2, Cunningham (John Fitch); 3, Cadillac-Allard (Fred Wacker); 4, Cunningham (Phil Walters); 5, Jaguar XK120C (Phil Hill).

Results of the other races run at the same meeting were:—

Queen Catherine Cup (99 miles, up to 1,500 c.c.): 1, Oca (W. Spear); 2, Oca (J. Kimberley); 3, Siroca (H. Barber).
Romea Cup (52.8 miles): Class winners (unlimited) Jaguar XK120C (Fitch); (500 c.c.) Cooper (Moodie); (sports) Cititalia (B. Said, Jr.).

The city officials of Watkins Glen absolved the S.C.C.A. from all blame in connection with the accident in the main event, and invited a return of the race next year; the official estimate of the crowd present was 200,000.

IN the Bari Grand Prix last Sunday, which was this year a sports car race, Manzoni, driving the Le Mans 2.3-litre Gordini, set the pace from the start before retiring with transmission trouble. From then on the lead passed to Landi's Ferrari, which won with little difficulty from the similar cars of Tom Cole, Castellotti and Sterzi.

RESULT (race distance 86.2 miles, 25 laps): 1, Ferrari (Landi), 1h 6m 53.2s, 77.19 m.p.h.; 2, Ferrari (Cole), 1h 7m 13.4s; 3, Ferrari (Castellotti), 1h 7m 14s; 4, Ferrari (Sterzi), 1h 9m 23s. Fastest lap: Gordini (Manzoni), 84.35 m.p.h.

The principal event in the Avus race meeting in Germany, also last Sunday, was that for formula 2 cars, in which Rudi Fischer's Ferrari emerged victorious, over a lap ahead of the German Veritas cars of Klenk and Riess.

RESULT (race distance 119 miles, 25 laps): 1, Ferrari (Fischer), 1h 6m 43.8s, 115.94 m.p.h.; 2, Veritas (Klenk), 84 laps in 1h 6m 50.5s; 3, Veritas (Riess), 98, 1h 6m 51.2s; 4, Ferrari (Philippe), 28, 1h 7m 47.8s.

CLUB NEWS

West Hants and Dorset C.C. and Seven-Fifty M.C.—The fastest time of the day at Biscay on September 20 was an uncertain quantity. A widely assorted collection of cars tussled for it over the speed trial course, and after the first runs the shortest time was that of W. L. Cripp (31.84s), in the Chrysler-engined Special. However, E. M. Martin's Jaguar XK120 soon reduced this to 31.68s, and then A. S. Raven, in a Bugatti, clipped off a little more, until finally D. Richmond, in the austere styled Rapier Spl, made 31.24s, the fastest time of the day. There was a higher proportion of lady drivers than usual, the award for these being worked out on a formula basis on which the driver who did

HEAVY rain bogged the course of the West Hants and Dorset Car Club's Knott Cup Trial, on September 28, and R. F. Chappell, who climbed, in the 1,172 c.c. Cotton III, all but 405 feet of the fourteen hills, made a very fine best performance. Included in the event was a new section—Auto-cross similar to a cross-country speed trial. One obstacle, a shallow water splash, deepened with the rain to two feet, and once two cars had failed in this, those behind could not pass until the casualties had been hauled clear. The scene—with 42 competitors in the splashing—soon resembled a midday traffic jam in the Strand. The Auto-cross section did not count towards the main result, and the trial was therefore not disrupted. M. H. Lawson (Lotus) was fastest here. Drowned engines, bogged cars and the unfortunate Cranford, which suffered a broken frame, reduced the number of finishers to about 50 per cent.

PROVISIONAL RESULTS

Knott Cup (best performance): Cotton III 1,172 (R. F. Chappell), 55.71. **Unlimited**: Cotton II 1,190 (A. E. Rumbey), 55.71. **Shio Cup** (best W.H. and B.C.C. member): Paul Spl 1,172 (E. W. Paulmer), 60.01. **Up to 1,498 c.c.**: Benson VII 1,172 (E. O. Sweeney), 67.70. **Supercharged cars**: Ford Spl 1,172 (E. B. Wadsworth), 72.51. **First-class awards**: Lotus IV 1,172 (M. H. Lawson), Jaguar Spl 1,462 (H. S. Sweeney), Bonnet VI 1,172 (A. E. A. Day), Chandler Spl 1,172 (E. J. Chandler), Airedale 1,172 (H. Hopkinson), Deedford Spl 1,218 (B. H. Dees). **Second-class awards**: Sleeman 1,172 (J. D. Sleeman), P. R. H. 1,172 (J. Harrison), Ford 1,172 (E. D. Lewis), W. H. W. Dellow 1,196 (W. H. W. Wernie).

THE East Anglian Club's third Clacton Rally was held in an extraordinarily pleasant atmosphere of efficient organization and satisfied competitors. The road section started last Friday night—the first competitor leaving Luton, Bedfordshire, at one minute past eleven. A mileage of 272 took the 57 starters through controls at Westcliff-on-Sea, Bury St. Edmunds and Norwich, and special tests at Wormingford airfield to the final test and finish at Clacton on Saturday.

A concours d'élegance rounded up the week-end's activities on Sunday morning. The prizes were presented at the Town Hall by Mrs. Elliott, wife of the chairman of Clacton Borough Council.

RESULTS

Clacton Challenge Trophy (best performance): Fraser-Nash (H. Sutcliffe). **Arthur J. Green Challenge Trophy** (to navigator of winning car): Mrs. H. Sutcliffe. **Ernie Gledhill Memorial Trophy** (best East Anglian M.C. member): Fraser-Nash (H. Sutcliffe).

Class winners, closed: up to 1,000 c.c.: Peugeot (J. M. C. Shandy), 1,991 to 2,599 c.c.: Standard Vanguard (J. East). **Unlimited**: Ford Pilot (J. Risk). **Open: up to 1,499 c.c.**: M.O. (R. J. Randall), 1,981 to 2,599 c.c.: Fraser-Nash (H. Sutcliffe). **Unlimited**: Jaguar XK120 (J. G. M. Taylor). **Team award**: Jaguar XK120 (J. Taylor), Jaguar XK120 (J. G. M. Taylor), Fraser-Nash (H. Sutcliffe).

Concours d'élegance: pre-1941 class, open: 1, 1924 Bentley 4½-litre (C. C. Wells). Special award: 1950 M.O. Midland (W. Amey). Post-1941 class, open: 1950 Jaguar XK120 (R. H. P. Alden). closed: 1949 Riley 1½-litre (Miss C. M. Kirk).

best, compared with the average of her class, was the winner. This was Mrs. E. M. Martin, in a Jaguar, 34.79s.

M.C.C.—The maximum total of 450 has now been reached and no further applications will receive consideration for the Daily Express Rally (November 12-15).

Liverpool M.C.C.—The number of night rallies does not lessen as the nights grow longer and colder; another, to be run shortly (October 18 to 19), is a 200-mile run around Lancashire, which will start from Liverpool. Entries close October 15: Ian J. Hall, 15, Pleymunt Road, Stoneycroft, Liverpool.)

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CLUB NEWS

continued

Riley M.C.—The Buxton 200 Rally (September 20-21) was an event for all Riley M.C. members throughout the country. The course centred on the Buxton High Peak district, and a stop and restart test was held on Winnats Pass. Best performance was made by J. V. H. Holt, driving a 1½-litre Sprite. Class winners were: 1½-litre, closed: J. Williamson; 1½-litre, open: J. V. H. Holt; 2½-litre, closed: L. O. Sims. Novice's award: L. O. Sims. Team prize: N.E. Centre. T. B. Hague, Mrs. K. Hague, J. V. H. Holt. Burkhardt Challenge Trophy (best performance, N.W. Centre member): 2½-litre saloon (J. Barnes). First-class awards: Mrs. K. Hague, T. B. Hague, H. Williamson, G. N. Booth.

British Trials Drivers Association.—At a meeting held recently the future of the Marcel Becquart Trophy was discussed. This trophy has been presented by Becquart—of Monte Carlo rally fame—and is to be awarded by the B.T.D.A. to the British amateur driver gaining the highest number of points in certain international rallies. Further details concerning this will be announced later.

Sheffield and Hallamshire M.C.—A change of residence has brought about a change of presidents of the club. New president is Ernest S. Sneath, elected when R. C. Wingfield moved to Somerset and had to relinquish this position.

Mercedes-Benz Club.—This club has already over 80 members, and a distinguished company of office holders. President is George Monkhouse, author of *Motor Racing with Mercedes-Benz*; vice-president, D. Scott-Moncrieff. Patrons are Earl Howe and Edward L. Mayer, the latter has owned over 100 different Mercedes cars since 1903. Norman Powell will captain the club in competitive events in his silver 38-250 SSK.

The Mercedes Register has been incorporated in the club, and will continue the work of compiling records of cars and the history of the marque. A spares service has been started, and it is planned to hold at least one meeting each month, as well as social rallies, film

shows, lectures and dinners. Serious competitive events will be started when permission for these has been granted by the R.A.C. Honorary secretary is R. H. Johnson, Chequer Trees, Limpley Stoke, near Bath, Somerset.

Plymouth M.C.—Just enough rain had fallen overnight to make some parts of the course for the combined Marina and Turnbull Challenge Trophy Trials (September 21) very difficult. Considerable skill, therefore, was needed to climb a few of the observed hills, and competitors' cars arrived at the finish, at Slapton, Devon, bespattered with mud. The Marina Trophy for open cars was won by W. C. Marett in a Singer Roadster. Runner-up: Singer Roadster (L. B. Fredman). Turnbull Trophy for saloon cars: Ford (A. L. Chard).

Incidentally, the 200 Challenge Trophy Trial will be run on November 16 (B.T.D.A. qualifying event). Regulations from L. B. Fredman, 21, Efford Road, Plymouth.

Lagonda Club.—There was a fine gathering of nearly a hundred Lagondas at Thame, Oxfordshire, on September 21, where a concours d'elegance coincided with the club's annual general meeting. J. G. Vessey's 1922 car gained the Prix d'Honneur.

Sunbeam Register.—The annual Sandhurst Rally on September 21 included a concours and driving tests, in which Wolverhampton-built Sunbeams paraded their colours. Results: Concours: 1912 12-16 two-seater (John Hampton). Tests: 1, 1926 20 h.p. tourer (E. A. Price); 2, 1926 14-60 tourer (S. Darbishire).

Oxford University Motor Drivers' Club.—Open to past and present members of Oxford University who have an interest in motoring (both competitive and tourist), this club has meetings every week and a programme for the forthcoming term including social and competitive events. New members, however, are urgently required, in order that the club may continue to exist. Those wishing to join are asked to write to the honorary secretary at Jesus College, Oxford.

IN BRIEF

Mr. David N. Ferguson has been appointed sales and service representative of the Jowett company in Scotland and Northern Ireland.

An interim dividend of six per cent on the preference stock of the Chloride Electrical Storage Co., Ltd., makers of Exide batteries, was payable on October 1. On the ordinary stock the dividend was five per cent.

Some Davenset products have been reduced in price. The HO and H battery chargers are now £5 17s 6d, and the Davenset hand lamp is 15s. The H charger is a 2.25 ampere model: the HO has an output of 4 amps.

Bennett and Wood, Pty., Ltd., of Sydney, Australia, who have been a major firm connected with road transport since 1882, celebrate their 70th anniversary this year. In early days English bicycles and accessories were imported and they also introduced the first car and the first motor cycle to Australia.

A demonstration of Goodyear Lifeguard inner tubes at Southend aerodrome, on September 24, rounded off a year of demonstration in different parts of the country. The Lifeguard has, in a sense, two tubes one inside the other. Bursts at high speed are rendered virtually harmless under normal conditions, as the innermost tube supports the wheel long enough for the vehicle to be stopped.

Mr. Cyril Fowler, who formerly held the appointment of service manager to the Austin Motor Co. (Canada), Ltd., has now been appointed North American service manager to the Austin organization covering both Canada and U.S.A.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16436. 1931 Wolseley Hornet

"A. F."—Hints on maintenance and a handbook.

No. 16437. 1938 1½-litre M.G.

"M. J. R. C." (Holland).—Maintenance details and a handbook.

No. 16438. 1935 Riley Falcon

"P. M. E."—Any available information and a handbook.

No. 16439. 1946 Rover Ten

"E. J. H."—General experiences and information. What m.p.g. to expect under favourable conditions.

No. 16440. Handbooks Required

"H. A. W. H."—1932 M.G. Magna.

"V. M. L."—1939 1½-litre Jaguar.

"E. J. L."—1938-39 8 h.p. Ford workshop manual.

"R. M."—1939 Opel Cadet.

"P. R."—1948 Vauxhall Twelve service manual.

"M. A. H."—1946 Vauxhall Fourteen.

"A. B. P."—1938 1½-litre V.A-type M.G.

"A. A. W."—1938-39 Chrysler Plymouth.

"W."—1932 Morris Eight.

"G. A."—1933-34 Austin Ten workshop manual.

"J. A. G."—1938 3½-litre Jensen service manual.

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1st, 2nd
Production Sports Cars
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Team Prize

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1st, 2nd

SWISS GRAND PRIX
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PARIS GRAND PRIX
1st, 2nd, 3rd

MONACO GRAND PRIX
1st, 2nd, 3rd, 4th, 5th

ALBI GRAND PRIX
1st, 2nd, 3rd

ULSTER TROPHY
Handicap race 1st

LE MANS
3rd and three class wins

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1st, 2nd

RHEIMS
Sports Car Race
1st

**TARGA
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7 nights

DUTCH GRAND PRIX
1st, 2nd, 3rd

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1st, 3rd and 4th

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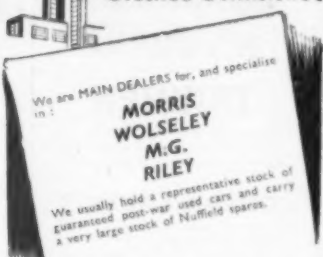
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'52 AUSTIN A.125 Sheerline Sln., 200 m.	£1,895	•	'51 ROLLS-ROYCE Silver Wraith H. J. Mulliner Touring Lim., passed mfrs., 14,000 m.	£4,950
'52 AUSTIN A.90 Sln., 200 m.	£1,295	•		
'52 AUSTIN 16 h.p. Hire Lim., 200 m.	£1,195	•	'38 ROLLS-ROYCE 25 30 h.p. 7-seater Lim. by Park Ward	£1,795
'51 AUSTIN A.135 Princess Sln., 16,000 m.	£1,595	•		
'51 AUSTIN A.40 Sln., 13,000 m. B.M.T.A. Con.	£795	•	'37 ROLLS-ROYCE 25 30 h.p. H. J. Mulliner Sports Sln.	£1,495
'52 BENTLEY Mark VI 4½- litre Steel Sln. (enlarged engine), 7,000 m.	£4,250	•	'51 SINGER 4AB Roadster, 13,000 m.	£675
'51 HEALEY Tickford Sln., 14,000 m.	£1,495	•	'49 STANDARD Vanguard Sln., 12,000 m.	£625
'51 M.G. T.D. 2-seater, 4,000 m. B.M.T.A. Con.	£865	•	'48 SUNBEAM - TALBOT D/H Coupe	£595
'50 MORGAN 4/4 2-seater, 10,000 m.	£550	•	'50 TRIUMPH Renown Sln., 12,000 m.	£875
'51 ROLLS-ROYCE Silver Wraith Park Ward 4-door Sln., in exceptional condi- tion, passed mfrs., 7,000 m.	£4,950	•	'51 TRIUMPH Mayflower Sln., 7,000 m.	£795

The Car Mart Ltd

EST. 1904

STANHOPE HOUSE 320, Euston Road, London, N.W.1 EUSon 1212	AUSTIN HOUSE 297, Euston Road, London, N.W.1 EUSon 1212	GLoucester HOUSE 158, Park Lane, London, W.1 GRosvenor 3434
16, Uxbridge Road, Ealing, W.5 EALing 6717	WELSH HARP Edgware Road, London, N.W.9 HEdNdon 6500	CENTRAL LONDON SERVICE 382, Streatham High Road London, S.W.16 AMBassador 1937

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

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Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 24 or 52 consecutive insertions. Full particulars on application.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1s. to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models bound by covenant in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 9999, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant are eligible for advertisement. Restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

RUSSELL MOTORS offer—

1950 A.C. 4-seater touring, small mileage; **£825**—any trial or examination.

RUSSELL MOTORS (KNOTTBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5258. (C3060)

A condition and moderate mileage; **£200**—**£** Cullen.

1937 A.C. four-seater drop head coupe, good mechanical condition and moderate mileage; **£200**—**£** Cullen.

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MOTORISTS!

ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 72

RICHARDS & CARR offer—

CHOICE of 4 drop heads from **£485**.

35—Kimmerton St., Wilton Place, London, S.W.1. (C3060)

BROOKLANDS, individually new and used cars.

1952 Allard d.h. coupe, blue, blue leather.

103—New Bond St., London, W.1. Mayfair 5351-5. (C1009)

BARTLETT—Allard 1949 drop head, one owner; **£495**.

£495—Allard 1949 drop head, first registered December, 1949, new engine, radio, etc.—100 Great Portland St., W.1. Museum 1209/9592. (17119)

£495—Allard sports saloon, 1949, in black with red leather, the very desirable model No. 91P, with steering column gear change, etc., outstanding performance and exceptional value for money.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1065)

ALLARD 1950 saloon: this car has been completely re-conditioned at Allards and is indistinguishable from new inside and out: it is fitted with a new engine and the 1952 type low radiator grille; Radiomobile and heater is also fitted; **£550** o.n.o.—Box 2971. (1639)

1951 Allard 2-seater special racing car, never raced, 5,000 miles, 5.5170, 2 spare wheels, dual fog and extra racing screen, Hudson wheels, engine, etc. chrome, cycle wings, all chrome sprays, dual braking, the car is unique and virtually new; ex. terms.

Patness, Ltd., 156, Bath St., Rugby, Tel. 4114, 11629.

BARTLETT—Allard buyers—27A, Pembroke Villas, W.11. (W1013)

ALLARD, in good condition, for cash.—Tel. Valence 206 or 4674. (1644)

ALLARD wanted, any models—330, Norbury Ave., London, S.W.16, Folland 6096. (1557)

OWLAND SMITHS, the Allard buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (10460/R)

RICHARDS & CARR, the best Allard buyers—35, Kimmerton St., Wilton Place, London, S.W.1, Sloane 5424. (W3045)

ALTA

ROER & YOUNG, Ltd., offer H.W. Alta sports 2-seater, carried out, unlimited money has been spent on this car, ideal for sports car racing, full road equipment; reasonable offer accepted.—45-49, Starnham Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. (C3057)

ALVIS

DICKS

1948 Alvis 14hp drop head four-seater coupe, recent motor's close-over, fitted radio and new tyres; **£735**.

1939 Alvis 14hp sports saloon, very attractive; **£425**.

DICKS CAR SALES, Ltd., 305-401, High Rd., Kilburn, Middlesex SE6-9. (C1072)

SIMPSON'S offer—

1950 Alvis 2-seater sports, colour cream, red interior, radio, 100 miles; **£500**—Simpson's Motors (Wembley), Ltd., American Car Specialists, Wembley 5611/5603.

BROOKLANDS, Alvis distributors, new 5-litre.

1952 Alvis 5-litre sports 2-seater, cream, red.

1951 Alvis 5-litre coupe, maroon, beige, radio.

1951 Alvis 5-litre saloon, black radio, heater.

1951 Alvis 14hp sports 2-str., red, cream.

1951 Alvis 14hp saloon, grey, small mileage.

1950 Alvis 14hp saloon, maroon, radio, heater.

1948 Alvis 14hp utility, attractive body, maroon, leather.

1948 Alvis cars examined and approved by makers.

BUY or sell your car.

103—New Bond St., London, W.1. Mayfair 5351-5. (C1009)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

PERFORMANCE CARS—Good selection always available, written quotations—See under "Sports Cars."

1947 Alvis 14 saloon, black, red leather upholstery, as exceedingly nice condition throughout. (C5041/R)

B WOODFORD MOTORS Ltd., 72-74, High Rd., South B. Woodford E.19. Buckhurst 5766. (C1021)

A S. O. cars—C. G. Norman & Co. Vics., 2211, E.1, 625 p.m. (C1497)

1948 Alvis T.A. 14hp saloon, black brown upholstery, very excellent condition, factory recommended engine fitted, 3,000 miles since, £550. (C1059/R)

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Km. 2241. (C4053)

1938 Alvis model Alvis 16.5 saloon, maintained in first-class condition by the makers; £550.—(C1059/R)

1935 Alvis Firefly 11-litre saloon, excellent condition throughout, £195.—Carr. Bus. Sub. Garage, Subo Sq., W.1. Ger. 6078.9. (C1733)

A LVIS 14hp saloon, "Firebird," really superior, mech. A sound, fast, enthusiastic car! £375; any trial.—Midland Motor Co., Trade St., Derby. Tel. 4014 Beckwith. (C1059/R)

1935 Alvis Silver Eagle saloon, engine running, good, overhauled, general condition excellent. £225.—Wendley Car Motors, High Rd., Woodley, Weymouth 4792. (C1059/R)

1951 (Nov.) 3-litre Alvis saloon, maroon, 8,000 miles, twin S.O. carburetors; Alvis serviced; £1,100.—White Oak Lane, Beverley. Tel. 371. (C1531)

£345—Alvis 12.70 drop head four-seater coupe, 1950, attractive dark blue coachwork and new modern lines, lively but most economical engine, and fine, outstanding condition. (C1059/R)

£345—October, 1950, Alvis Silver Crest 17hp saloon, a fine quality car, finished in Alvis grey with excellent leather upholstery, smart modern lines and typical Alvis sports performance. (C1059/R)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1059/R)

LANCASHIRE and Cheshire sales service and specialists.—Parkes (Manchester and Bolton) Ltd., 114, Broadgate, Bolton (Tel. 4000), and 176, Deansgate, Manchester (Tel. Deansgate 4207). (C1059/R)

1948 drop head coupe, one owner, H.M.V. radio, maintained by makers, exceptional condition, £750.—L. A. Stammers, Ltd., 134, Golden Square, W.1. Spedwell 011. (C4009)

1950 Alvis 14 July, 1947, shooting brake, 4-door, 5-seater coachbuilt body, maroon, red leather, glass all round, removable rear seat, drop-tail board excellent condition; terms, exchange.—Howland Smith, Hampstead 6041. (C1059/R)

1950 Alvis Speed 20, 1945, Vandien Plas four-door, some drop head coupe, grey, lawn mower, very good condition; terms, exchange; list open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1059/R)

A LVIS 1939 20 saloon, black with red interior, a really superb car in impeccable condition throughout, original performance and unimpaired, any trial or examination; £1,000.—Cleveland Mansions, Lansdowne Gardens, N.W.4. Gulliver 2186. (C1553)

A LVIS Speed 20, 1935 (June) 4-seater sports tourer, A finished very with luxurious maroon hide and D multiple upholstery, returned to works in 1950 and practically rebuilt at cost of £500; fitted Ace discs, whole tonneau cover with zip, twin spot lamps, nylon-tires, etc., superb throughout car in mint condition, excellent terms, taxed year; trial at week-ends or evenings; £150 or best offer.—Alvis, 41, St. Agnes Rd., Birmingham 13. Tel. South 3018. (C1667)

Alvis Cars Wanted—(C1059/R)

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube), Hm. 6041, 10914 R. (C1059/R)

XXX Edwards, 200, Gt. Portland St., W.1. Lansham 0012. (C1059/R)

CHARLES FOLLETT, Ltd., buy good late model cars.—10, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5056-7-8. (C1059/R)

Alvis Spares and Service—(C1059/R)

SERVICE and spares for Alvis cars. (C1059/R)

A LVIS, Ltd. Service Station, 832, Finchley Rd., London, N.W.1. Tel. Spedwell 6762-3-4. Grams. (C1059/R)

A ND at Alvis, Ltd. Service Station, Holyhead Rd., Coventry Tel. 5501. Grams. Alvis. Coventry. (C1059/R)

CHARLES FOLLETT, Ltd., Alvis specialists. (C1059/R)

SHOWROOMS 18, Berkeley St., W.1. Mayfair 6266. (C1059/R)

S PARE parts.—(C1059/R)

SERVICE, Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5556-7-8. (C1059/R)

MANCHESTER—Alvis repairs and spares main agents.—(C1059/R)

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Bus 2074.5. (C1059/R)

D ISMANTLING ALVIS 20 1935 and 17hp 1936 and 1934. Motorcycles, Weighup (Tel. Chesham 4401). (C1059/R)

K INGSTON-ON-THAMES—Sales Service and Spares. O. W. Wilkin, Ltd., Weston Park and 34, Eden St., Kingston 2241. (C1059/R)

M ETICALFE & MUNDY always have a good selection of post-war American cars. (C1059/R)

METICALFE & MUNDY, 260, Old Brompton Rd., S.W.5, Frenham 5471. (C1059/R)

1947 Buick convertible, power-operated top and windows, fitted heater, radio, covers, beautiful condition, £1,125, below. (C1059/R)

1949 Buick 4-door sports saloon, 1.8 d. radio, heater, etc., 1,000 gns.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3597. (C1059/R)

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras. (C1059/R)

1949 Chevrolet saloon, right-hand drive, all extras; choice of two. (C1059/R)

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition. (C1059/R)

1950 Ford six, excellent condition, cream, fitted with seat covers and extras. (C1059/R)

1947 Mercury, fitted heater and seat covers, colour Belfast green; £725. (C1059/R)

1950 Nash Brougham 2-door saloon, fitted with heater. (C1059/R)

1951 Pontiac saloon, radio, heater, seat covers, low mileage. (C1059/R)

1952 Studebaker Champion, 4-door, overdrive extra, left-hand drive. (C1059/R)

1951 Studebaker 2-door saloon, fitted with heater and extra. (C1059/R)

1950 Studebaker Champion, right-hand drive, all extras, grey. (C1059/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691 3903. (C4015)

CAMDEN MOTORS offer post-war American cars guaranteed in writing. (C1059/R)

1946 Chevrolet Fleetmaster saloon, low mileage. (C1059/R)

1948 Ford Mercury saloon, right-hand drive. (C1059/R)

1948 Studebaker Champion saloon, overdrive. (C1059/R)

1947 Studebaker Champion-saloon, all extras. (C1059/R)

1948 Packard 8 saloon, one owner overdrive. (C1059/R)

1948 Plymouth 6 de luxe saloon. (C1059/R)

1946 Buick special saloon, series 40 model. (C1059/R)

1949 Buick super 8 saloon, 16,000 miles. (C1059/R)

1949 Buick 6-seater drop head, electric hood. (C1059/R)

1947 Mercury drop head coupe, electric hood. (C1059/R)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1059/R)

J OCK THOMPSON (MOTORS), Ltd., offer a selection of American cars.—37, Fulham Rd., S.W.3. Kensington 4858. (C4008)

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13-14 Upper St., Martin's Lane, W.C.2. Temple Bar 3598. (C1059/R)

1950, Ford Custom saloon, as new throughout, 13,000 miles, guaranteed, 20 m.p.g., grey, H.M.V. push-button radio, heater, windscreen washers, expensive seat covers; a car for the connoisseur; any examination welcomed; dealers, please, £1,250.—Laughton, "Mitremaid," Vauxhall Ave., Markworth, Derby, or Tel. 3152 office hours. (C1636)

American Cars Wanted—(C1059/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691 3903. (C4015)

A MERICAN post-war car required.—Bartlett & Siddons, 114, Park Lane, W.1. (C1059/R)

WILSON'S GARAGE, 10, Adam & Eve Mews, London, W.8. American or specialist front suspension overhaul, trade welcomed. (C1059/R)

ARMSTRONG SIDDELEY—(C1059/R)

P & J—(C1059/R)

PASS & JOYCE, Ltd. (London & district distributors), offer:—(C1059/R)

1951 Armstrong Siddeley Hurricane drop head coupe, immaculate condition; £395, guaranteed, one week's free trial.—184, Gt. Portland St., W.1. Museum 1091. (C1059/R)

B. J. HUNTER, Ltd., offer:—(C1059/R)

1949 Armstrong Lancaster saloon, showroom condition throughout; £795.—(C1059/R)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5308. (C1059/R)

GUY SALMON AUTOMOBILES offer:—(C1059/R)

1947 Armstrong Siddeley Lancaster saloon, most exceptionally maintained example, £665.—Portsmouth Rd., Thames Ditton, Esherbrook 2551-3. (C4001)

BROOKLANDS, Individually new and used cars. (C1059/R)

1952 Armstrong Whitley saloon, black, brown. (C1059/R)

1949 Armstrong Lancaster, serviced by makers. (C1059/R)

103 New Bond St. London. W.1. Mayfair 8351-9. (C1029)

1948 Armstrong Typhoon sports saloon, lawn mower, heater, etc., cond., 20,000 miles. (C1059/R)

TUCKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3336. (C4049)

1949 (July) Armstrong Lancaster sun saloon, radio, black, one owner, as new, £795. (C1059/R)

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Regent Rd., N.W.9. Ccl. 9302. (C4004)

1950 Armstrong Siddeley Hurricane drop head coupe, blue, blue leather, one private owner; £295. (C1059/R)

RIFCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W.1. Rent 2952. (C1059/R)

1950 Armstrong Siddeley Hurricane 18hp, black, brown hide, one owner, pre-selector gear box; £295. (C1059/R)

J. DAVY, 180-182, Kensington High St., W.8. Western 9641. (C1069)

1946-7 marked, almost like new; £495.—Cartmays, Beckenham 6977. (C181)

ARMSTRONG SIDDELEY

1947 Armstrong Hurricane, £295.—Clayton's Cars (London), 22, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). (C1059/R)

1948 model Hurricane drop head coupe, low mileage, as condition as new, £395-400. (Great Portland St., W.1. Museum 1029 8000). (C1720)

1946 Armstrong Hurricane, good over throughout, £495.—W. J. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 5105. (C1661)

1947 (October) Armstrong Siddeley Typhoon sports saloon, one careful owner, fitted with heater, as new throughout; £625. (C1059/R)

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow, Potter St. 121. (C1059/R)

1950 (Sept.) Armstrong Hurricane 18hp synchronous motor, one owner, better, £295. (Kensington (Motors), Ltd., 97, Fulham Rd., S.W.5. Kensington 4858. (C4029)

1950 (late July) Hurricane 18hp mileage 14,500 genuine, all new tyres, dual fuel pump, perfect throughout; £300 for quick sale.—Duffield 3281 or Box 2755. (C1059/R)

NAYLOR & ROOT—1949 Armstrong Typhoon Hurricane, brown hide, faultless condition throughout; £695, six months guarantee.—25, East Hill Clapham Junction, S.W.11. Bate, 225. (C1059/R)

£585—Armstrong Hurricane, H.M.V. radio, heater, crash gear box, superb.—Ve ue car, 562, Upper Richmond Rd., S.W.14. Prospect 7520. (C1059/R)

1935 Armstrong Siddeley limousine, division, face forward occasionally, good condition, body and mechanically, £725. (Lafayette, 22, Euston Rd., Euston, Surrey, Sandhurst 4596, 11611). (C1059/R)

1950 (Nov.) Armstrong Siddeley Hurricane, black, one owner, mileage 11,000, as new throughout, list price £695.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 9321.2. (C1059/R)

CAMDEN MOTORS—Armstrong Siddeley 18hp Hurricane, 1951, first registered April and immaculately maintained by one fastidious owner, genuine mileage 15,000 only, H.M.V. push-button radio, heater, etc.; whole condition literally beyond reproach; £1,195. (C1059/R)

CAMDEN MOTORS—Armstrong Siddeley 18hp Hurricane, 1950, one owner, excellent condition, £1,195. (C1059/R)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service
HENLY'S Ltd., Chesham Hill Rd., Manchester, 8.
have large stocks of spares, reconditioning of cars
and president gear boxes undertaken.—Tel. Deane
4418. (0602/R)

CENTRAL GARAGE, Croydon distributors for Arm-
strong Siddeley cars, sales, spares and servicing,
complete overhauls, mechanical or coachwork.—Central
Garage, Tel. Cro. 7464. (C1042/R)

EPSON, Surrey, Armstrong Siddeley authorized
dealers offer spares and service to all
Armstrong Siddeley cars, open 7 days a week; Armstrong
Siddeley also available for self-drive hire.
WILSONS AUTOMOBILES & COACHWORKS, Ltd.,
1-5, Deering Rd., Epsom SM61-2-5. (0635/H)

ASTON MARTIN
1935 12hp 2h. chassis, etc. cond.; 4375.—Pied
Staircase Lane, Warrimoor, Tel. Leeds, 11649
(C1028)

BROOKLANDS: Aston Martin Distributors—Buy or
sell your car, 105, New Bond St., London, W.1
(C1028)

1951—Aston Martin, December, 1951, 15.98
short chassis 2-4-seater, duo-red, red leather,
ventrolux, Windforce horns, carefully used, excellent
condition; terms, exchangeable, list, open 3-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Hampstead
Tubes). (C10416)

!!! Aston Martin 2-litre 16hp 2-4-seater roadster,
model 1037, extremely scarce and valuable short chassis
black with red leather interior, outside exhausts, very
good hood and covers, magnificent history, engine com-
pletely stripped down, reworked with new pistons, crank-
shaft reground, all bearings remanufactured, etc., engine
thoroughly tested on bench before being run on road,
all bills, etc., available, includes fold-flat screen
with aero-screens provided, six instruments with 100
m.p.h. speedo, radio, heater, etc., a car which really does
cost in every sense of the word.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.
2041. Open till 5 p.m. Write for catalogue. (C1015)

Aston Martin Cars Wanted
ASTON MARTIN cars, full details—
Friary Motors, Ltd., Old Windsor, Windsor 202-5
(0197/R)

ROWLAND SMITH'S, The Austin Motor buyers—
R. Hampstead High St. (Hampstead Tube). Ham.
6041. (0917/R)

Aston Martin Spares and Service
FRIARY MOTORS, Ltd., Old Windsor, Windsor 202-5
(0197/R)

Sole suppliers of spares for all Aston Martin cars
produced up to 1940; specialised servicing facil-
ities; 2-litre reconditioned engines available.—Brighton
Rd., Old Windsor, Windsor 202-5. (0197/R)

AUSTIN SEVEN
1936 Austin 7, 450 spent on it; £140.—53, Ralston
Rd., E. S.24. (1179)

1939 series Austin 7 Ruby saloon de luxe; £215.—
Vandervelle, 215, Haverstock Hill, N.W.5.
Primrose 4441. (C1037)

£80—Austin 7 saloon, 1932, excellent order, many
spares included.—36, West Heath Drive,
N.W.11, Mewdow 7708. (1616)

1934 Austin 7 2-seater tourist, excellent condition;
good tyres and hood, 307, Marlborough
Rd., Beakheath, Kent. (1131)

1951—Austin 7, 1936, Nippy sports 2-seater,
green, faux leather, very good condition;
terms exchangeable.—Rowland Smith, below
145, High St., Epsom, Surrey, de luxe saloon, dark
blue, sliding head, blue leather, very good
condition, price open 3-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Hampstead
Tubes). (C10418)

£190—Austin 7, 1936, black, Ruby saloon, new
battery included, excellent order, many
spares, 48, Sussex Square, Brighton, Tel. 28507.
(1635)

£165—1935 Austin 7 Ruby de luxe saloon, in ex-
ceptional condition throughout, practically
unused tyres, taxed year.—Bray Motors, 180-184, West
End Lane, N.W.6, Hampstead 6490. (C1024)

AUSTIN SEVEN tourist, 1927, 40 m.p.h., four good tyres,
a spare, body good sound and tidy, taxed, insured;
nearest to £55.—T. Nicholson, 55, Haverhill, N.W.11.
(1578)

1936 Austin 7 cabriolet, in original condition, one
private owner since new, taxed, 665 dep., or
£165 cash.—Rory Automobiles, Ltd., 127, Parkway,
N.W.1, Euston 2792. (C1039)

Austin Seven Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Ham-
pstead High St. (Hampstead Tube). Ham. 6041.
(0918/R)

AUSTIN EIGHT
CAR MART LTD.,
LONDON Distributors.

1947 Austin 8 saloon, 19,000 miles; £525.—Car
Mart Ltd., Austin House 297, Euston Rd.,
N.W.1, Euston 1212. (C1039)

CLAND & BAROR, Ltd., Welwyn By-Pass, Hert.,
A. Welwyn 481, offer:
1946 Austin 8, 4-door saloon, finished green,
new engine recently fitted, taxed; £385.
(C1001)

£335—1940 model Austin 8 4-door de luxe saloon,
immaculate condition.—B.W.D.
£435—1947 Austin 8 4-door de luxe saloon, black,
engine 57,000, makers' reconditioned engine
and 5 new tyres recently fitted.—Bray Motors, 180-184,
West End Lane, N.W.6, Hampstead 6490. (C1034)

1939 Austin 8 4-door saloon, bargain; £275.—A.S.
Motors, Palmerston Rd., N.W.6, Mar. 6773.
(C1011)

1947 Austin 8 sal., £110 extras; £425; terms ex-
changeable.—Carmasters, Beckenham 6977.
(1900)

1941 Austin 8, tourist, not ex-W.D., excellent;
£285; 3 months' guarantee; terms and
exchangeable.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5226 and 5774. (C0654)

AUSTIN EIGHT
Austin 8 saloon de luxe, two owners; £425.
—Vandervelle, 215, Haverstock Hill, N.W.5.
Primrose 4441. (C1037)

1946 (Nov.) Austin 8 de luxe saloon, 12,000 miles
only, one owner, taxed, specimen car; £345
—Primrose 4441. (C1037)

GEORGE NEWMAN & CO., 269, Euston Rd., N.W.1,
Austin 4466. (C1032)

1947 Austin 8 saloon, 4-door, allday, hood,
black/brown leather, very clean, three
months' guarantee, any inspection invited; £475.
—TRINITY CARS, Ltd., 34, North Side, Wandsworth
Common, S.W.18, Vandyke 1166. (C1034)

1946 Austin 8 saloon, in quite exceptional con-
dition throughout; any trial; £450.—Wembley
Car Motors, High Rd., Wembley, Wembley 7767-8.
(C1050)

1946 (Dec.) Austin 8 4-door sun saloon, black,
brown leather, small mileage, excellent con-
dition; £465.—Dobsons (Staines) Ltd., Austin Agents,
Tel. 201. (C1074)

Slightly cheaper than most but what a beautiful
little car, 1947 Austin 8 4-door saloon de luxe,
absolutely unmarked, guaranteed complete low mileage,
probably the finest specimen in England to-day; £515;
—Norton Motors of Harrow, 186-194, Pinner Rd.,
Harrow 4441. (C1032)

Austin Eight Cars Wanted
CAR MART LTD., London distributors, wish to
purchase Austin 8 cars.—297, Euston Rd., N.W.1,
Euston 1212. (0952/R)

ROWLAND SMITH'S, the Austin buyers—Ham-
pstead High St. (Hampstead Tube). Ham. 6041.
(0919/R)

AUSTIN TEN
NORMAN AUTOS offer:—

£495—1947 Austin 10 saloon, one owner, imma-
culate throughout, written guarantee.—
Below
£395—1949 Austin 10 saloon, exceptionally nice
condition, written guarantee; terms, ex-
changeable.
—NORMAN ATTOR, 346-354, London Rd., W. Croydon,
N. Thornton Heath 4657. (11710)

WELL HALL ROAD GARAGE offer:—

1946 Austin 10 blue saloon, superb condition, fac-
tory reconditioned engine fitted this week;
£475.—
WELL HALL ROAD GARAGE, Well Hall Rd., E.E.9,
Eltham 3654. (C10410)

C.M.I. CAR SALES (Pri. 0625) offer:—

1946 Austin 10 4-door saloon, black, brown
leather
THREE months' guarantee; terms: list on applica-
tion.—Buss Cottage, Finchley Rd., N.W.3. (C1051)

1935 (Nov.) Austin 10 saloon, taxed; £235.
—TUMMIS MOTORS, Colindale Rd., Upper Richmond Rd.,
S.W.15, Tel. Putney 5595. (C1030)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 (April) Austin 10 saloon de luxe, black with
lawned hide, in first-class condition, three
months' guarantee; £475.
—A. Alismar St., London, W.1, Tel. Grosvenor 5551.
(C1018)

1939 Austin 10hp saloon de luxe; £295.—Below.

1946 Austin 10hp saloon de luxe, two owners;
titled, heater; £465.—Vandervelle, 215,
Haverstock Hill, N.W.5, Primrose 4441. (C1047)

ACE SERVICE STATION (LONDON), Ltd., offer:—

1947 Austin 10 saloon, immaculate, low mileage;
NORTH Circular Rd., Stonebridge Park, N.W.10,
Einar 5505 (3 lines). (C1040)

1937 Austin 10hp saloon, excellent condition—
For details, Tel. Mayfair 3080. (C1030)

AUSTIN 10 Cambridge saloon, late 1938, in good con-
dition; £285 or near offer.—Tel. Nor. 1452. (1607)

1934 Austin 10 saloon, new tyres, battery, dynamo;
bargain at £145.—35, Einar Ave., Surbiton.
(1568)

£350—Austin 10hp de luxe saloon, March 1940,
one owner, beautiful condition, taxed year,
—Worthing 6124. (1634)

1938 Austin 10 saloon, good order; £285.—Smith
and Hunter, Ltd., 278, Kensington High St.,
London, W.14, Tel. Western 2312. (C10419)

TO the trade only—Post-war Austin 10 available
from stock ready for your showroom; we also
have in lay cars may be order for you.

GERRY BROWNE MOTORS, Ltd., 55/57, South
Edwards Square, Kensington, London, W.8,
Western 4353 (3 lines). (C1081)

£450—Here's another! 1946 Austin 10, black
brown hide, immaculate condition, taxed,
bargain—Bray Motors, 180-184, West End Lane,
N.W.6, Hampstead 6490. (C1034)

£145—1934 10hp Austin sunshine saloon, excel-
lent condition.—The Grove Estate, Ltd., 107-9,
Old Brunswick Rd., South Kensington, S.W.7, Ken-
dall 2477. (C1065)

1946 (October) Austin 10 de luxe saloon, one
owner, excellent condition, new battery,
brakes relined, open any examination; £450.—O. W. J.
Coles, Ltd., Blunt Rd. (adjoining station), South Cro-
don, Croydon 0075. (11645)

Austin Ten Cars Wanted
CAR MART LTD., London distributors, wish to
purchase Austin 10 cars.—297, Euston Rd., N.W.1,
Euston 1212. (0953/R)

Austin Ten Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Hampstead
High St. (Hampstead Tube) Ham. 6041. (0920/H)

JACK POZNER AUTOMOBILES require Austin 10's
urgent!—Vauxhall Ave., Hendon, Tel. Hendon
1425-4. (W103)

AUSTIN A40
CAR MART LTD.,
LONDON Distributors.

1951 Austin A40 saloon, B.M.T.A. Car, 15,000
miles; £795.—Car Mart Ltd., Austin House
297, Euston Rd., N.W.1, Euston 1212. (C1039)

WANTED MOTORS, Ltd. offer:—

1949 Austin A40, blue with blue leather, heater
and sunshade roof, 15,000 miles; £675.
—WANTED MOTORS Ltd., Cambridge 2418. (C1042)

CHARLES RICKARDS, Ltd., offer:—

1950 (Oct.) Austin A40 saloon, finished grey,
titled heater, 16,000 miles, an exceptionally
well maintained car in faultless condition throughout,
taxed; £775.

£50 a good selection of genuine low-mileage cars
offered with our 3 months' guarantee.
—Bayerwater Rd., W.2 (next door Lancaster Gate
Tube Sta., 5 mins. from Marble Arch). Tel.
1820. (C1050)

ARTHUR MULLINER, Ltd., offer:—

1949 (March) Austin A40 Devon saloon, paste-
line with blue leather upholstery, fitted
heater and fuel tank, small mileage, beautifully main-
tained, in exceptional condition throughout, fully
insured, fitted comprehensive car insurance, on request,
stock is continually changing and we shall be pleased
to forward details of any additions to the particular
car or h.p. range you require.

ARTHUR MULLINER, Ltd., Bridge St., Northampton
100. Tel. 997. (C1018)

MERES & MERES, Ltd. (Est. 1895) offer:—

1950 (March) Austin A40 Devon, 4-door saloon,
grey, blue leather upholstery, heater, 4,500
condition, small mileage taxed; £885.—The Broadway,
Mill Hill, N.W.7, Tel. Mill, 2040. (C1012)

GORDON CARS (LONDON), Ltd., for Austin.

1950 (November) A40 Countryman, 8,000
miles; £775.
—GORDON HOUSE, 573, Euston Rd., N.W.1, Eas.
6611. (C1025)

CHARLES POLLETT, Ltd., offer the following which
is a thick representation of value for money:
1951 Austin A40 Devon 4-door saloon, black, beige
leather, heater, one owner, guaranteed;
£795.

OFFICIAL Les-Francis Service Station, Barnet,
York, off Egham Ave., W.8, Cunningham 524.
(C1016)

AUSTIN A40 cars, 1950; choice from £725.—G. G.
Borman & Co., E.C. 2211.

1950 Austin A40 4-door saloon, one owner, taxed;
£755.—Haskins, Ladbroke 1155. (C1027)

1949 Austin A40 a/r saloon, green, beige
leather, heater, 25,000 miles; £645.
—A. BAUNDRILL, Ltd., 326-355, Euston Rd., N.W.1,
Euston 4511. (1775)

1950 Austin A40 saloon, 8,000 miles.—Autovox,
Ltd., Winchester, Tel. Winchester 444.
(C1010)

1950 Austin A40, bottle green, brown leather, A.C.
combustion, low mileage, one owner, imma-
culate car; £775.

A. & B. GARAGE, Ltd., 33, Victoria Rd., Surbiton,
G. Elmbridge 6775. (C1025)

1951 (March) Austin A40 Countryman, 10,000
miles, as a 4's throughout, £795; another,
4,000 miles; £725.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Mayfair
Rd., N.W.3, C.O. 6002. (C1004)

£750—1951 Austin A40 Countryman, 15,000 miles
only, dark green, one owner, in imma-
culate condition.

PERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2, Gite 2234. (C1008)

1949 Austin A40 saloon, in exceptional condition
throughout, heater, £585.—Vider, 45, Croy-
don St., W.1, Pad. 4915. (1145)

1950 (Sept.) Austin A40, 15,000 miles, perfect,
one owner; £745.—Bruce France, 84, Gros-
well Mews, South Kensington, F.4. 0513. (C1014)

1950 Austin A40 saloon, sliding roof, radio,
heater, one owner since new, beautiful con-
dition throughout; £775.
—GARAGE SERVICE CO., Ltd., 9, Hoop Lane, London
N.W.11, Speedwell 5604. (C1013)

1951 A40 a/r saloon, heater, taxed, B.M.T.A. com-
pleted; a bargain, £750.—O. J. Shaffer & Co.,
Ltd., 120-132, Cricklewood Lane, N.W.2, Euston 6691.
(1146)

£695—1949 Austin A40 saloon, sliding roof,
heater and radio, blue one owner Van-
dervelle, 215, Haverstock Hill, N.W.5, Primrose 4441.
(C1037)

625—Austin A40, March 1950, Devon 4-door
saloon, maroon, allday head, lawn leather,
heater, carefully used, excellent condition; terms ex-
changeable.—Rowland Smith, below.

645—Austin A40, May 1949, Countryman,
dark green, leather interior, heater, sliding
side windows, drop tailboard, one careful owner,
moderate mileage, excellent condition; terms ex-
changeable; list open 3-7 week-days and Saturdays
—Rowland Smith, Hampstead (Hampstead Tube). Ham.
6041. (1146)

1950 model A40 Devon saloon, grey, brown leather
trimmed, heater, one owner only, taxed;
£665.—King's Motors, 1, High St., Hounslow, Tel. 1532.
(C1049)

7000 miles, 1952, Austin A40 Countryman, ob-
ject balance, genuine, British & Colonial
Motors, Ltd., Upper St. Martin's Lane, W.C.2, Temple
Bar 3566. (C1027)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 A40 (June), heater, loose covers, new tyres, one owner—Gold, Fincham, Beaumont End, Amersham (Tel. Holmer Green 2289). Seen London by appointment. (11632)

1949 A40, one owner, heater, beautiful condition. 6000; also 1950, almost as new, 6775.—Blue Star Garages, 504, Kensington High St., W.14. Tel. Western 9051. (10105)

NAYLOR & ROOT—1950 Austin A40 sunroof saloon, smoky grey, blue side, carefully maintained, 6735, six months' guarantee.—25, East Hill Clapham Junction, S.W.11. Bait. 2252. (C3062)

1952 (January), A40 sports convertible, grey, 10,000 miles, loose covers, radio, heater. 6795, D.M.T.A. release—Apply, Cheshire Bros., Myrtle St., Liverpool. Royal 5534. (11625)

ARCHIE SIMMONS & Co., Ltd., offer 1950 (Dec.) Austin A40 Countryman, colour green, 11,000 miles, one extremely careful owner, immaculate condition throughout. 6745.—54, Gt. Portland St., W.1, Lan. 1343. (C4015)

1950 A40 Devon with sun roof, heater, 18,000 miles, meticulously maintained, several useful extras, superbly outstanding condition, 6775. Major Richmond, Wigfair Hall, St. Asaph, St. Asaph 5241 or Trefnant 232 evenings. (11522)

ROSE & YOUNG, Ltd., offer 1952 Austin A40 sports saloon, 3,000 miles only, 8.47.1, permission to sell, 6250.—65-69, St. Paul's, St. Paul's Hill, S.W.2, 1 (minute Streatham Hill Station). Tulse Hill 864. (C3097)

TANKARD & SMITH, Ltd., offer 1950 (June) Austin A40 saloon in black with grey leather; genuine 22,000 miles only; one careful private owner, much above average condition, 6745, three months' written guarantee; also 200 guaranteed used cars of all makes.—195, Kines Rd., S.W.3. Flamingo 480-3. (C4026)

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

10957 R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Austin buyers—Hamstead Hill, St. (Hamstead Tube), Ham. 6041. (0912 R)

URGENTLY required, good late model Austin A40, immediate cash.

LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0354. (C3056/R)

PHOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vicarage 1121. (W3044/R)

CASH buyers of good Austin A40; distance no object.—Hutton, Lord St., Southport. (0776/R)

A new, post-war Austin A40 required—30, Rycroft Rd., radio, 8.16, Tulse Hill 2768 (day). (0725/R)

LOW-mileage A40 or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4488. (0951)

A PETO Ltd., 42, North Audley St., W.1, urgently require post-war, small mileage Austin cars in first-class condition.—May. 5051. (W3045)

AUSTIN TWELVE

PALMERS MOTORS, Ltd.

1940 Austin 12-4 de luxe saloon, one owner, post-war features, immaculate condition throughout. 6225, exchanges, terms.—35, York St., Twickenham, Popesrove 1890. (C3034)

£95—Austin 1935 12-4 2-seater with dicker, ultra reliable runner, taxed.—Tel. Shillington (Bea) 258. (11434)

£185—1936 Austin 12-4 de luxe saloon, black, beautifully brown high-taxed, bargain.—Gray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1004)

ROSE & YOUNG, Ltd., offer 1936 Austin 12 saloon, good condition, blue; 2345.—65-69, St. Paul's, St. Paul's Hill, S.W.2, 1 (minute Streatham Hill Station). Tulse Hill 864. (C3097)

£385—1939 Austin 12-4, in beautiful condition throughout, bodywork immaculate, leather interior, excellent, and whole vehicle 100% mechanically; three months' guarantee, hire purchase, exchange.

LANE, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (C3052)

Austin Twelve Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

10955/R

ROWLAND SMITH'S

1940 Austin 12-4 de luxe saloon, one owner, post-war features, immaculate condition throughout. 6225, exchanges, terms.—35, York St., Twickenham, Popesrove 1890. (C3034)

£95—Austin 1935 12-4 2-seater with dicker, ultra reliable runner, taxed.—Tel. Shillington (Bea) 258. (11434)

£185—1936 Austin 12-4 de luxe saloon, black, beautifully brown high-taxed, bargain.—Gray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1004)

ROSE & YOUNG, Ltd., offer 1936 Austin 12 saloon, good condition, blue; 2345.—65-69, St. Paul's, St. Paul's Hill, S.W.2, 1 (minute Streatham Hill Station). Tulse Hill 864. (C3097)

£385—1939 Austin 12-4, in beautiful condition throughout, bodywork immaculate, leather interior, excellent, and whole vehicle 100% mechanically; three months' guarantee, hire purchase, exchange.

LANE, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (C3052)

Austin Twelve Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

10955/R

ROWLAND SMITH'S

1940 Austin 12-4 de luxe saloon, one owner, post-war features, immaculate condition throughout. 6225, exchanges, terms.—35, York St., Twickenham, Popesrove 1890. (C3034)

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LANE, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (C3052)

AUSTIN SIXTEEN

CAR MART LTD.

LONDON Distributors.

1949 Austin 16hp saloon radio, heater, guaranteed. 6625.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

OVERSEAS CARS, Ltd.

1948 Austin 16 saloon, black, brown leather, 28,100 miles, 6550.—For other Overseas Cars, bargain see page 37. (C3069)

OVERSEAS CARS, Ltd., 247, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3051)

GATEHOUSE MOTORS offer—

1946 Austin 16 saloon, one owner; 6325.—Below. (C3079)

1936 Austin 16hp saloon, long chassis, in excellent condition; 6250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Moa. 4444. (C2021)

1939 Austin 16 saloon, guaranteed; 6320; payments—O'Neil, 386, Kensington High St., W.14. Wei. 6621. (C3069)

CASH'S MOTOR MART, 1948 (Oct.) Austin 16 saloon, black, radio, heater, one owner; 6355.—5, Warren St., W.1. Euston 4110. (C1040)

£150 deposit.—Austin 16 1948, excellent condition; 6445.—Wilham's, 15, Bolham Hill, S.W.12. Battersea 3280/3769. (1715)

1938 Austin 16 saloon, magnificent, 3 months' guarantee; 6250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Frobisher 1519. (C4036)

1949 Austin 16 saloon, all leather upholstery, radio, one owner, moderate mileage, superb condition, 4 months' guarantee; 6275.—W. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). (C1061)

1947 Austin 16 saloon, colour black, heater, exceptionally clean car, 100 miles; 6275.—W. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). (C1061)

1948 Austin 16 saloon, black, brown leather upholstery, excellent condition throughout, one owner, taxed; 6355.—King's Motors, 1, High St., Hounslow, Tel. 3554. (C1026)

AUSTIN 16 h.p. car, Provincial type 1950, only 4,000 miles, chauffeur-driven and kept in very good condition; £1,000 or near offer.—Apply, Mrs. Watney, Bishops Caudle House, Sharnbury. (1691)

8000 miles only.—One owner 1949 Austin 16 saloon, black, brown leather, condition literally as new and mileage guaranteed, sold new and maintained by ourselves; 6765. (C1026)

L. F. DOVE Ltd., Guildford Rd., Woking, Surrey, Tel. Woking 1292. (C1026)

HEARSE—Latest Beater-Deck A & S streamline coachwork, exclusive equipment, reasonable cost, ready service (unregistered).

HIRE LIMOUSINE 1950, partition, 7-forward, leather, low mileage, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, 294-Matfield. (C1006)

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

10955/R

ROWLAND SMITH'S

1940 Austin 16 saloon, one owner, post-war features, immaculate condition throughout. 6225, exchanges, terms.—35, York St., Twickenham, Popesrove 1890. (C3034)

£95—Austin 1935 12-4 2-seater with dicker, ultra reliable runner, taxed.—Tel. Shillington (Bea) 258. (11434)

£185—1936 Austin 12-4 de luxe saloon, black, beautifully brown high-taxed, bargain.—Gray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1004)

ROSE & YOUNG, Ltd., offer 1936 Austin 12 saloon, good condition, blue; 2345.—65-69, St. Paul's, St. Paul's Hill, S.W.2, 1 (minute Streatham Hill Station). Tulse Hill 864. (C3097)

£385—1939 Austin 12-4, in beautiful condition throughout, bodywork immaculate, leather interior, excellent, and whole vehicle 100% mechanically; three months' guarantee, hire purchase, exchange.

LANE, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pin. 6221. (C3052)

AUSTIN A70 & A90

CAR MART LTD

LONDON Distributors.

1952 Austin A90 saloon, heater, 200 miles; 61,235. (C1039)

1951 Austin A90 saloon heater; 7,000 miles; 6395. Car Mart Ltd, Austin House 297, Euston Rd., N.W.1. Euston 1212. (C1039)

DAVY offers—

1951 Austin A90 saloon, black beige hide, one owner, 13,000 miles, 5995. (C1069)

1950 Austin A90 power-operated convertible, dark green, beige hide, radio, heater, 7,000 miles, 5295. (C1069)

1951 Austin A70 Hereford, blue, blue hide, heater, one owner, low mileage, 6395. (C1069)

180—192, Kensington High St., W.8. Western 9641. (C1069)

RUSSELL MOTORS offer—

1951 Austin 3,000 miles only since new; 5975; any trial or examination. (C1069)

1951 Austin Hereford saloon, radio, heater, loose covers, many extras, small mileage, any trial or examination. (C1069)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9234. (C3050)

AUSTIN A70 & A90

H. REART & Co., Ltd., offer—

1950 Austin A90 convertible, power-operated top, radio and heater; outstanding value at 5745.—102, London Rd., Kingston-on-Thames. Tel. 3746. (11564)

H. A. SAUNDERS, Ltd., offer—

1950 Austin A70 saloon, black with brown uppers, 17,000; 6795. (C3027)

836—842, High Rd., N.12. Hillside 0024. (C3027)

PHILIP RICKARDS, Ltd., offer—

1951 Austin A90 sports saloon, black, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

C.M.I. CAR SALES (Pri. 6622) offer—

1951 Austin A70 Hereford, blue, heater, immaculate, 19575. (C3051)

THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

CITY SALMON AUTOMOBILES offer—

1952 (September) Austin A90 saloon, 200 miles, a new car; 61,025. (C1051)

1951 (November) Austin A90, 3,000 miles; 61,065.—Portsmouth Rd., Thames Ditton, Esherbrook 3551-3-5. (C4001)

COOMBS & SONS (GUILDFORD), Ltd., offer—

1949 Austin A70 saloon, 6750. (C1057)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-6-9. (C1057)

GORDON CARS (LONDON), Ltd., for Austin.

1951 A90 saloon, black, 6,600 miles; 61,035. (C1057)

1951 A90 saloon, black, 15,000 miles; 5995. (C1057)

GORDON House, 373, Euston Rd., N.W.1. Eps. 6011. (C2021)

ACE SERVICE STATION (LONDON), Ltd., offer—

1950 (late) Austin A90 power-operated convertible, low mileage, 6795. (C1000)

1950 (late) Austin A90 power-operated convertible, low mileage, 6795. (C1000)

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1950 (late) Austin A90 power-operated convertible, low mileage, 6795. (C1000)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90
1950 Austin Atlantic A90 coupe, red with beige leather, radio and heater, one owner. A most attractive car. £225—Stratford, Ltd., 40, Berkeley St. W.I., Mayfair 4404. (C4062)

A90 saloon, Dec., 1951, 6,000 miles, black with fitted seat covers, as new and in perfect condition, any trial given, £1,025 or near offer.—Tel. Herford 5671 or write Box 2937. (C1544)

1952 (May) Austin Herford saloon, 5,000 miles, condition equal to new; £395, exch. deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11, Bay 4274. (C4055)

1951 (February) Austin A70 Hampshire saloon, black with brown leather, low mileage, £700. Wimbush & Co. Ltd., Jewett Main Arcade, Abber House, Victoria St., S.W.1, Abbey 6396. (C1378)

£450 off list price, 1952 A90 saloon, 5,000 miles, R.E.V. radio, Regency loose covers, car mats, spare unused, superb car. £1,050.—Bromley Motors, 87, High St., Hounslow, Tel. 0175. (C1026.1)

1951 (July) Austin A90 saloon, black with beige leather upholstery, fitted radio and heater; one careful owner; 16,000 miles; £398.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 32557. (C1542)

ROSE & YOUNG, Ltd. offer 1952 Austin A70 Herford saloon, 4,000 miles only, immaculate condition inside and out; £375—65-69, St. Nicholas Ave., Stratford Hill, S.W.2. (1 minute Stratford Hill Station.) Tube Hill 6464. (C3057)

1951 (July) Austin A70 Herford saloon, condition blue, grey upholstery, mileage 7,000, radio, heater, loose covers, unmarked and as brand new; first £550—19, Bennett Rd., Highbury Crumppall, Manchester. Tel. Chesham 161. (C1460)

1951 (May) A90 hard top, steel blue, wireless, 25,000 miles, carefully used, serviced weekly, seat covers, free main, first-class condition, good tyres, £900 for quick sale, garage room wanted.—Le room wanted, Romney Way, Leicester. Tel. 37184. (C1397)

1950 Austin A90 power-operated convertible, fitted radio and heater, black with beige leather upholstery, carefully owned and maintained; £725.—Haig's Motor Co., Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 32557. (C1542)

1949-50 Austin A70 Hampshire saloon, finished two shades blue, radio, heater, Ace rimbeliners, spot-lamps, perfect condition; would consider exchange with Austin A90 drop head.—Musselwhite, Farnborough, Berks, Tel. Farnborough 2237. (C1553)

1951 (reg. Dec., '50) A90 convertible, automatic hood, 105 fitted heavy duty Michelin tyres, spare unused, newly recoloured, radio, heater, Ace rimbeliners, wing mirrors, signpost lamp, mileage 15,000; £855 or offer—51, Mossley Rd., Ashton-in-Lytle. (C1461)

1949 (July) Austin A70 Hampshire sun saloon, in blue, fitted radio and heater, loose covers and in practically unmarked condition; hardly used; £785; would consider car in part exchange.—Southwicks, Smugglers Walk, West Worthing, Sussex. Gerling 42131. (C3027)

VERY exceptional opportunity!!—Offer of works condition A70, available since 1951, available on special circumstances, mileage purely nominal, accept list price, we also have a genuine guaranteed 5,000-mile A70 Herford, indistinguishable from brand new, unique condition, unchallengeable value at £950ms; terms: exch. deferred.—Home & Overseas Motors, 100, Finchley Rd., N.W.3, Hampstead 0067-9. (C1677)

Austin A70 and A90 Cars Wanted

T H E C A R M A R T, L I D.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (C355. R)

A90 saloon, metallic grey, rebuilt radio, low mileage.—Wells, Laurels, Brecon, Wales. (C1603)

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6841. (C361. R)

AUSTIN EIGHTEEN
CITY ALFREDS & Co. offer:—
1939 Austin 18 limousine, black leather throughout, one owner—6-7, Warren St. Euston 3268. (C1005)

CAMDEN MOTORS—Austin 18 limousines and 7-seaters—see advert in Used Car Bargain Supplement.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. (C1045)

1939 Austin 18 Iver limousine, one private owner, low mileage, perfect; £775.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242. (C3025)

AUSTIN 18 7-seater hire car, 1975, resprayed black, A recent major overhaul, including new engine; £250.—Willoughby, 2, The Glade, Hailsham, Sussex. (C1658)

1939 Austin 18 Windsor 7-seater saloon, truly a specimen car, always chauffeur maintained.—Autorek, Ltd., Winchester, Tel. Winchester 4454. (C1046)

225 cns—Austin 18, 1956, Hertford de luxe saloon, blue and black, sliding head, blue leather, very carefully used, immaculate condition, terms: exch. deferred; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C3616)

AUSTIN EIGHTEEN
AUSTIN 18hp Norfolk saloon 1956, black, brown leather, one owner, small mileage, exceptional condition.—Saville, 197, Newton Drive, Blackpool, Tel. 22448 Blackpool. (C1472)

1937 Austin 18 York saloon, 7-seater, face-forward, this car has had one private owner from new and is recommended, colour grey, grey exterior; £575.—Coffins & Car Sales, Ltd., Tel. Maida Vale 5184 and 9651-2. (C1055)

£495—July, 1958, Austin 18 Windsor saloon 7-seater, black with brown leather upholstery, 2 owners, chauffeur maintained, first as per terms exch. deferred.—G. S. Hall Ltd., 502, King St., Hamersmith, W.8, Riverside 2881. (C2051)

1935 Austin 18 long chassis York saloon, privately owned since new, taxed, good tyre, chassis and bodywork exceptional condition for year of manufacture; £225.—E.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4941. (C3050)

Austin Eighteen Cars Wanted
C M T H E C A R M A R T, L I D. London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. (C355. R)

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6841. (C361. R)

1938 39 privately owned Limousines also 7-passenger Saloons, urgently required.—A. & S. S. Providence Court, North Audley Street, Mayfair—W.5006. (C1056. R)

Austin Twenty Cars Wanted
ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6841. (C361. R)

AUSTIN TWENTY-FOUR
£150.—Hire note: Genuine 1936 series Austin 24hp 7-passenger limousine, drive away, taxed, bargain.—Bray Motors, 100-104, West End Lane, N.W.6, Hampstead 6490. (C1054)

AUSTIN TWENTY-EIGHT
LIMOUSINE—Hampstead, 1951, partition, forward of occasional leather, certified mechanically, modern mileage, bargain value. (Fifty Limousines—Listed posted)—Alpe & Saunders, Providence Court, North Audley St., Mayfair—291. (C1036)

AUSTIN A125 & A135
CAR MART LTD.
LONDON Distributors.
1952 Austin A125 Sherline saloon radio, heater, 300 miles, £1,895.
1951 Austin A135 Princess saloon, radio, heater, 16,000 miles, £1,595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1, Euston 1212. (C1059)

NEWHAM LTD.
1952 Austin Sherline saloon, 700 miles only, as new; £1,750.
NEWHAM House, 235-7-9, Hamersmith Rd., London, W.8, Riverside 4646. (C3024)

H. A. SAUNDERS, Ltd. offer:—
NEW Austin A125 Sherline saloons and limousines, now available for immediate delivery; part exchange allowance for your present car; H.P. terms available.—High Rd., N.12, Hillside 0084. (C3087)

NEW Austin A135 Princess saloons now available for immediate delivery; part exchange allowance for your present car; H.P. terms available.—High Rd., N.12, Hillside 0084. (C3087)

H. A. SAUNDERS, Ltd. Radlett, Herts.
1950 Sherline, 11,000 miles, grey, with grey upholstery.—Tel. Radlett 5681-8. (C4053)

MANN EGERTON & Co. Ltd. offer:—
Austin Sherline saloon, grey, with grey leather upholstery, mileage 50,000.
14, Berkeley St., London, W.1, Regent 2073. (C3006)

CORDON CARS (LONDON), Ltd. for Austins.
1950 Austin Sherline saloon; £1,055.
CORDON House, 373, Euston Rd., N.W.1, Fax 6611. (C3005)

BROOKLANDS, Individually, new and used cars.
1952 Austin Sherline saloon, grey, radio, heater.
103, New Bond St., London, W.1, Mayfair 3551-6. (C1029)

CHARLES FOLLETT, Ltd. offer the following which we think represents excellent value:—
1952 Austin Sherline saloon, metallic blue, grey leather, one owner, 4,300 miles only; this car is in new condition in every way, chauffeur driven, offered at bargain price of £1,575 (cost new £2,367).
OFFICIAL Lea-Francis Service Station, Barnet Road, 1, Yard, off High Ave., W.2, Cummham 535. (C3010)

1950 (April) Austin Sherline saloon, silver, grey leather upholstery, heater, radio, alarm, roof.
W. J. BROWN, Ltd., Established over 50 years.
339, Finchley Rd., N.W.3, Hampstead 4114. (C1025)

CITY ALFREDS & Co.—1951 Austin Princess, negligible mileage, practically as new—6-7, Warren St. Euston 3268. (C1046)

1952 Sherline saloon, heater, radio, taxed, ready for road; £2,049.—H. A. Saunders, Ltd., 144, Golder Green Rd., N.W.11, Speedwell 0071. (C3048)

AUSTIN A125 & A135
FUNERAL Hearers Built in our own Coachworks supplied direct to Purchasers, inspection invited. Address enquiries:—
H. FARSEH, Alpe & Saunders (Coachbuilders) Ltd., Station Approach, Red Gardens, Richmond, 111. (C9094)

£975—1959 Austin Sherline one owner, low mileage, immaculate condition, 37,000 miles and heater, licensed till end of year.—W. Shipton & Sons, Ltd., Yeovil, Tel. 5111-2. (C1463)

1951 Austin Sherline, black with brown upholstery, excellent condition 12,000 miles.—Apply F. D. Ward, Ltd., Westfield Ave., Higham Ferrers, Tel. Rushden 2597. (C1651)

1950 Austin Sherline 125, black saloon, with radio and heater, mileage guaranteed 22,000, first registered January 1951, one owner, splendid condition; price £1,200.—W. Fearnburgh, Ltd., Garden St., Sheffield, Tel. 25347. (C1459)

Austin A125 and A135 Cars Wanted
T H E C A R M A R T, L I D.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. (C355. R)

AUSTIN MISCELLANEOUS
H. A. SAUNDERS, Ltd. offer:—
NEW Austin 16hp hire cars now available for immediate delivery; part exchange allowance for your present car; h.p. terms available.—High Rd., N.12, Hillside 0084. (C3027)

Austin Miscellaneous Cars Wanted
ROWLAND SMITH'S
ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Hampstead 6841. (C361. R)

AUSTIN wanted.—Smiths, 85, Chalk Farm, N.W.1, Gai 2767. (C352. R)

MARSTON MOTOR CO. for your Austin.—Tel. St. 6000, Seven Sisters Rd., Tottenham, N.15. (C599. R)

AL models Austin urgently required.—Corbett & Taylor, 22, Conduit Mews, W.2, Amb. 6049. (W1058. R)

HATTONS, of Lord St., Southampton, will buy Austins, 1935 to 1950, 8 to 16hp, in condition above average. (C7979. R)

XXX Cash immediately for good Austin.—H. F. Edwards, 300, St. Portland St., W.1, Langham 0018. (W2005)

WEYBRIDGE AUTOMOBILES, Ltd. the Austin distributors, urgently require late type Austins.—Tel. Weirbridge 253. (C541. R)

Austin Buyers and Service
A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; instant service available.—Wimbledon Motor Works, Ltd., 39, W.1, Langham 0018. (C7014. R)

NORMAND LTD.
THE best service only, highly skilled mechanics with efficient spares.—
NORMAND, Ltd., 405-9, Kings St., W.8, Riv. 5665. (C023)

C O NORMAN & Co.
AUTHORISED Austin retailers, service spare parts and replacement units.—30, Vauxhall Bridge Road, London, & W.1, Victoria 2011. (C027. R)

THE CAR MART, Ltd.
LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6300), and 16, Oxford Rd., Ealing, W.9 (Ealing 6717), and 582, Streatham High Rd., S.W.16 (Streatham 7701). (C027. R)

AUSTIN spares for old and new models.—Jenners, Ltd., A. Birmingham. (C1653)

FOR Austin spares and replacement units.—Sands, Burnham, Bucks. 84. (C1057. R)

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—T. Northwood's, first—43-47, Newington Causeway, S.E.1, Han 2652-50. (C7059. R)

TRICKERS of Holland Park, for Austin spares and service.—Holland Park Ave. (next door to Grosvenor Ground), Park 5077. (B2016)

AUSTIN 7 spares, Witham's for the latest stocks at the lowest prices, exchange units, e.g. for list in Bulham Hill S.19, Battersea 5769/2769. (C1014. R)

BROCKHURST GARAGE—Harrow agents for Austin; own service, spares, recommissioned units, e.g. for list in Harrow Weald, Middles. Tel. Gideafield 911. (C101. R)

WEST LONDON—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick, W.8, Riverside 2644-5. Old and new friends welcome. (B554. R)

DRYDEN & STEVENS, Ltd. the South London Austin depot; full range of parts and units in stock; exchange units, gear boxes, pumps, clutches, gearboxes, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acree Lane, Brixton 1150. (C1018. R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

JACK BARCLAY, Ltd.
LARGEST official retailers and repairers of Bentley cars, services or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WOLFE—Lombard Rd., Morden Rd., Merton, S.W.14, Liberty 7252 (8 lines). [1952/R]

JACK OLDING, official Bentley retailers.
RECEPTION for service in the heart of Mayfair. R complete overhauls, mechanical or coachwork.
TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [1952/R]

CHARLES FOLLETT Ltd., officially appointed retailers and repairers.
Spare parts.
SERVICE: Barnside Yard off Egin Ave. W.9, Tel. Cinnamonham 5386-7-8. [1952/R]

B.M.W.
Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [1952/R]

Bond Minicar wanted in good condition for cash.—Tel. Valentine 2095 or 4074.
PRIDE & CLARKE, Ltd. The Bond Minicar buyers. H.F. accounts settled; exchanges.—Stockwell Rd., S.W.9, Brixton 563. [1949/R]

Bond Minicar Spares and Service
CENTRAL GARAGE, Croydon, offers spares and service for Bond Minicar.—Central Garage, Croydon 7164.
RAYMOND WAY for Bond Minicar spares, spares and service under Bond trained service manager, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kiburn. [1952/R]

BRISTOL

ANTHONY CROOK offers—
1951 type 401 Bristol, under 10,000 miles, supplied and maintained by us from new, also 1950 type 401, under 10,000 miles, 1950 type 402 drop head coupe, in immaculate condition throughout, and 1949 type 400—Anthony Crook, car change, Bristol distributors, Town End, Catherham Hill, Surrey, Tel. 2232-3. [1952/R]

JOY ALFRED & CO., offer—

1949 Bristol 400 saloon, superb order—4-7, Warren St., W.1, Euston 5263. [1949/R]

KEVILL DAVIES & MARCHE, Ltd.

OFFICIAL Bristol retailers.

41—52, Hay's News, Berkeley Sq., W.1, Gros 2561.

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1, Grosvenor 4141. [1952/R]

1949 Bristol 400, the new 1950,000 cc. engine, bargain, £1,300—John Alcock, Walsley, Biddulph, Stoke-on-Trent. [1952/R]

FRAZER-NASH CARS will consider reasonable offers for any of the following used Bristol cars—

1950 (Sept.) 401 saloon, black, 19,000 miles, one owner, radio, heater, metallic green, complete condition.

1949 (vehicle series) 401 with Partin 2.4-seater coach, vintage car bodywork, grey, blue leather.

TYPE 401 with Superleggera saloon bodywork, metallic grey, beige leather, completely overhauled by us.

1949 400 4-door, heater, metallic green, complete condition, radio, heater; also several other type 400 Bristol.

PALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 0011). [1952/R]

BRISTOL 401 saloon, colour blue, first registered April, 1951, mileage 17,000, one owner; price £2,540—

Vincent's Reading, Ltd., Station Square, Reading, 11810

1949 Type 400 Bristol saloon, exceptionally low

1949 mileage, positively indistinguishable from new throughout, close radio gear box, many extras, well maintained, choice of 2—Autovox, Ltd., Winchester, Tel. Winchester 4854/5406. [1952/R]

1949 Bristol 400 saloon, maroon with beige up-

holstery, H.M.V. radio, heater, this vehicle has been maintained and serviced by the manufacturer, has been fitted with a 1950 engine, steering, clutch, close ratio box, headlamps, oil cooler, adjustable torsion bar, etc., and has since done 11,000 miles—

Asile, Belvedere Rd., Burton-on-Trent. Tel. 5072. [1949/R]

Bristol Cars Wanted

BARTLETT—The Bristol buyers—27A, Penbridge Villas, W.11. [1952/R]

RICHARDS & CARR buy Bristol—35, Kinnerton St., Wilton Place, London, E.W.1, Sloane 5434. [1952/R]

1952 401 Bristol saloon of low mileage, approximately basic price offered.—Box 2991.

A.P.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Palcon Works, London Rd., Isleworth Middx. (Hounslow 0011). [1949/R]

BRITISH SALMON

BRITISH SALMON 1950 12hp twin c.v. camshaft sports saloon, black painted (Aug.), aluminium body, engine overhauled and 4120 other repairs last 10 months; bargain, £105.—Haywater 4747. [1952/R]

B.S.A.

£150—B.S.A. open 4-seater, i.v.d., new engine, clutch, gearbox, type 401, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 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3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 351

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RICHARDS & CARR always have a stock of Citroens.
1948 Light 15 saloon, black, sliding roof, immaculate, £245.
1946 Light 15, taxed year, excellent throughout, twin carb., £345.
35 Kinnerston St., Wilton Place, London, S.W.1. (C3945)
 Sloane 5121.

WORKING MOTORS (MAYBURY HILL), Ltd.
 Working 1928, offer.
 15hp Citroen de luxe saloon, black and beige, taxed, road tyres, £795.
1950 15hp Citroen 15hp de luxe saloon, black with brown leather, sprung, steering wheel, oil coil frame, £2575.
 (C4057)

WORTHINGTON MOTOR CO. Ltd., for Citroen sales, spare parts service.—Tel. Worthing 71.
 (C3954)

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 Mansfield Autos, Ltd., Euston 2597. (C3901)

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 E.P.S. Motors, Kingston-By-Pass, Esher, T.S. Embrook 3000.
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CITROEN Ltd. 15s, choice of 3, guaranteed, from £435.—C. O. Freeman & Co., County of London Distributors, Vic. 2211.
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1952 (March) Citroen 15hp saloon, sunshine roof, 2,100 miles, B.M.T.A. Consent, controlled price, £1,200.
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£298—Citroen Super Modern 12, body and interior almost as new, new tyres all round, must be seen to be appreciated; a 1935 in 1949 condition; many others.
 BENAMOTORS, 1, Clarendon Rd., Holland Park London, W.11, Park 5086-7. (59 days, Holland Park Tube). Exchanges, h.p. (C4017)

CITROEN Light 15 saloon, first registered Nov., 1946, black with red interior, very good appearance and clean inside, radio, transmission, engine overhaul, for sale due to new car arriving; £350.—Box 2938, 11776

ROSE & YOUNG, Ltd., offer 1949 (October) Citroen 6-cylinder de luxe, separate front seats, immaculate condition, inside and out, black, £695.—62-63, Streatsfield Ave., Streatham Hill, S.W.2. (1 minute from Clarendon Hill Station). Tel. Hill 6464.
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1937 Citroen Big 15 6-seater saloon, dark blue, blue leather, heater, radio, and many extras, quiet outstanding bodywork and mechanical condition throughout, a very rare example, £345; exchange, preferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11, Bay 4274.
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 Einar 5885 45 lines. (W10000 R)

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WANTED, low-mileage Citroen in exchange for Triumph Renova (5,000 miles only).—Mansfield Autos, Ltd., Euston 2597. (W3001)

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SALES of Citroen—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Clendon 5111-2. (C1017 R)

THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Otley Rd., Leeds, 6, Tel. 52627-8.
 The Citroen specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering, etc. (C1061 R)

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4913.—Citroen parts, reconditioned drive shafts, 48-hr. service. (W1749)

SHRIMPSTON'S MOTORS, Ltd., London Distributors, 48-hr. service, 242-244, Brompton Rd., S.W.3. Kensington 9464.
 SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1, Tel. Sloane 3450, 10721 R.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017.

CITROEN—We are distributors for N.W. Kent and specialists in reconditioning these cars; from drive assemblies fitted from stock.—Barnhurst Garage Ltd., Bexleyheath 725. (W1746 R)

BOWES ROAD GARAGE & ENGINEERING CO. Ltd., 11, Bow Rd., N.11 (near Tottenham Court Rd.), specialists in body repairs and mechanical overhauls, steel joints reconditioned 48-hr., all spares stocked. (W1055 R)

DAIMLER

1950 Daimler Consort in immaculate condition; £1,125 or near offer.—Charles's of Putnam, Surrey, Brookwood 2201-2. (W1727)

DAIMLER

STRATSTONE, Ltd., Daimler Distributors.
DAIMLER 27hp 7-passenger limousine (1947), black with lawn cloth to rear, chauffeur maintained, in excellent condition; £2,500.
DAIMLER 2-litre Consort saloon (1952 series), maroon with red leather, air conditioning; £1,395.
DAIMLER 2-litre saloon (1950), black with brown leather, radio and air conditioning; £1,495.
DAIMLER 2-litre saloon (1949), black with brown leather; £1,295.
DAIMLER 2-litre saloon (1948), grey with red leather, radio, heater and demister; excellent order; £1,195.
DAIMLER 2-litre saloon (1947), black with blue leather, heater and demister; £975.
DAIMLER 2-litre saloon with division (1950), black with blue leather, chauffeur maintained; £650.
DAIMLER 24hp 7-passenger limousine (1950), black with leather throughout, a roomy, economical car; £550.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4504), Service, 7, Herbert St., Russell Square, W.C.1. Terminus 7464. (C4022)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:
1948 2-litre sports saloon, indistinguishable from new, blue/blue leather, an outstanding example of a perfectly maintained used car; £1,150.
MARLBOROUGH Works, Kenton, Tel. Wordsworth 5656 and 5654. (C1006)

CHARLES POLLETT, Ltd., Sole Distributors Lea-France, London 40, Compton 407-8.
DAIMLER 2-litre saloon, black, brown leather, heater, overhauls, overhauls and overhauls (bills available), whole car in really outstanding condition for its year, good value; £975.
1950 Daimler overhauls, sports drop head coupe, twin carburettor engine, black leather, radio, heater, serviced and guaranteed; £1,750 (list price £2,762).
 The above cars have been thoroughly serviced and are in showroom condition and carry written guarantee.
18 Berkeley St., W.1, Mayfair 6206.

OFFICIAL, Lea-France Service Station: Barnsdale Yard, off Egan Ave., W.3, Cunningham 5111. (C3010)

DAIMLER £20 1957 drop 4-seater, in showroom condition, 27hp, maintained regardless of expense.—Box 2918. (W1469)

DAIMLER 15hp black saloon, 1952, preservative, insured, excellent condition throughout, two owners, 21,000 miles, £250, o.n.d.—Box 2929. (W1474)

DAIMLER 15hp, completely rebuilt chassis, new aluminium bonnet and wings modern style, sprayed maroon with hand-buffed polished mahogany body; £650.
 The Thurstall Plant Co., Ltd., West Thurrock, Grays, Essex. (W1825)

DAIMLER sports coupe 1952, green, special export finish, 9,000 miles, indistinguishable from new, still under makers' guarantee, Ryan seat covers and leather door panel covers, latest H.M.V. de luxe radio, Daimler maintained.—Best offer, Box 2929. (W1469)

DAIMLER 2-litre Consort saloon, 1952, black with brown leather upholstery, air conditioning and radiator, etc., hydro-mechanical Clifline tractor, etc., a very beautiful car, fastidiously maintained by one owner, £1,100, heater, etc. (W1474)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. (C1035)

1935 6 Daimler 20 7-str. limousine, 1/1 0/3, clean interior, bodywork recently repainted, reasonably economical, excellent spares, first-class mech. cond., very attractive hire car offered at reasonable price of £195, car Bros. Garages, Ltd., Putney, Surrey. Upl. 4012. (W1750)

1951 (October) Daimler Consort 2-litre saloon, engine 8,000 miles only, spares unused, one, private owner, finished black, red leather upholstery, tailored loose covers, fitted heater, spotlight, wing-mirror, built-in suitcases to rear locker, taxed to December; condition as delivered from works, trade enquiries welcomed.
MOTOCURISTS (LONDON), Ltd., 61, North Rd., East Finchley Station, N.2, Tudor 2301-2. (C3018)

£575—Magnificent Daimler 24-litre model, special sportsman's saloon, this vehicle although pre-war has the look and performance of the post-war model. It is magnificent throughout and has 5,000 miles with 5,000 miles, another saloon at £545; 5 months' purchase; hire purchase, ex-manufacturer. Finches, 622, N.11, Putney 6221 R.

LIMOUSINES 24hp, 1958, partition, black, widest occasional, superb, private, from £555.
LIMOUSINES 32hp, straight-8, Hooper Coachwork, partition, widest occasional, magnificent condition, black, low price. (Putty Limousines—List posted). Alpe & Saunders, Providence Court, North Audley, W.1. Mayfair 2941. (C1006)

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers—Hampstead High St., Hampstead, London, N.4. 6041. (W1025 R)

XXX Cash immediately for good Daimler.—J. L. Edwards, 220, Gt. Portland St., W.1, Latimer 6012. (W2005)

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.
ARCOT ENGINEERING, Ltd.—Prescient gear boxes, A exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (C1036 R)

DAIMLER and Lanchester spares.—Large stock of spares for most models, specialists in spare parts for the Daimler series valve series—Augs. Vignoles Wire Clapham S.W.4. Mayfair 41 R and 6250-5.

Daimler Spares and Service
DAIMLER and Lanchester specialists.—Debban Motors, 17, Athelstone Mews, S.W.7. Western 6113

DELAGE

DELAGE 1939 D.6 7-4-door saloon, black with chrome valances, sliding roof, swept tail giving large luggage accommodation, Coty rear box, upholstered in green leather, taxed for year.—Character Cars. See under "Sports Cars." (C1044)

DELAGE Spares and Service
SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—88, Park St., W.1. (W1053 R)

DELAHAYE

SELBORNE (MAYFAIR), Ltd., sole concessionaires.
1952 Delahaye 155M four-door coupe, 400 miles only; cost £2,950.
82 Park St., W.1, Mayfair 4733-5. (B432)

DELAHAYE 3-litre 1937 very handsome drop head overhaul, in ivory and maroon, recent extensive overhaul and modernisation of body costing over £200; sparkling performance, actual Motor Show model, list of records and trophies won, repairs and overhauls; best offer around £500.—45 Chelsea Rd., Sheffield, 11. (W1941)

Delahaye Spares and Service
SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—88, Park St., W.1. (W1053 R)

DELOW

GORDON GARAGE (DULWICH), Ltd., Delow distributors for London and South-Eastern counties; new and used Delow cars available for immediate delivery.—35-35, East Dulwich Rd., Dulwich, S.E.20. New Cross 2456. (W1010 R)

1952 Mark II Delow 2-str. sports, 9,000 miles, black, full road equipment, never used in traffic, opportunity to obtain latest model with sparkling finish and exceptional economy, in as new condition at £225 under list, of records and trophies won, repairs and overhauls; best offer around £500.—45 Chelsea Rd., Sheffield, 11. (W1941)

D.K.W.

1939 D.K.W. cabriolet, 2-litre, an extremely attractive car finished in black and red, just overhauled and in exceptional condition in every way; cost £275.
HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12, Uford 3151-2. (C4048)

B. & M. GARAGE, Ltd., for super reconstructions.
B. & M. GARAGE, Ltd., for super reconstructions, steered cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garage, Ltd., 42a, St. Michael's St., W.2, Paddington 5677. (W1016 R)

D.K.W. Spares and Service

NEW big motor and main fitted to D.K.W. crankshafts.
P. SMITH & CO., 85-85, St. John's Hill, Clapham Junction, Bat. 0871. (W1006 R)

Dodge Cars Wanted

7-BEATERS private 1937/38/39 Limousines required, cash waiting.—Alpe & Saunders, 61-63, Mount North Audley Street, Mayfair 2941. (W1006 R)

Dodge Spares and Service

DODGE specialists, repairs, spare exchange engines.—Church Road, Epsom, Surrey, Tel. Dodge Distributors, Huddell, Essex. Tel. 50474/5717. (W1952 R)

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell, 48, Clarendon Rd., London, High Rd., London, S.W.12, Tel. Balham 2234. (W1052 R)

FIAT

FOR Fiat enthusiasts
CLAIRMONT BROS. Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanlin Rd., London, N.8. Mountview 5265. (W4400 R)

BLUE STAR GARAGES, Ltd., offer:—
1940 Fiat 500 drop head coupe, beautiful car, £400.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. (C4051)

500 model, 1939, 2-str.; choice of three.—Fox and Nicholl, Ltd., Derwent 1122. (C2015)

1939 500 cabriolet, good condition; £295.—A. & B. Motors 165a, Westbourne Grove, W.11, Bay 1644. (W1161)

£395—Fiat 1100 1940 4-dr. sports saloon, very attractive, attractive duo finish, superb performance, many others.
BENAMOTORS, 1, Clarendon Rd., Holland Park London, W.11, Park 5086-7. (30 days Holland Park Tube). Exchanges, h.p. (C4017)

C. V. RUSHMER, the Fiat specialist, offers 1939 500 4-seater, taxed, good condition; £250.—39, Holland Park W.11, Park 5731. (C3061)

C. V. RUSHMER, the Fiat specialist, for guaranteed rebuild models 2- and 4-seaters available 39, Holland Park W.11, Park 5731. (C3061)

£225—Fiat 500 convertible, duo black/gray, fitted with 500 cc. engine, 10,000 miles, no restrictions, taxed—Derrington, 156, London Rd., Kingston 5621-3. (C1071)

295 m.—1939 Fiat 500 convertible coupe, steel 500 cc. grey, red leather upholstery, very well maintained as doctor's third car, laid up during war, new hood, battery, tyres; new car arrived.—Lees, Ashham Street, York 6373. (W1404)

195 m.—Fiat 500, August 1937, coupe, grey, blue leather, good tyres, carefully used, excellent condition; terms, exchange, list, open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

SPECIAL—Sale Fiat 500 with additional hand crank for any type of engine, in perfect condition throughout; £350; owner taking delivery of new car. Further particulars write Miss Wilkinson, 149, Gloucester Rd., Cheltenham, Glos. (W1556)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

£450—Ford Prefect (Nov. 1949), black, brown leather, perfect body and mechanical condition, radio, heater, immersion heater, spring steering, etc. Nook for lamp, windscreen washers, Lucas windless horns, Perspex anti-glare vision, exterior mirror, heater, taxed, any trial—Waltham Cross 2856 after 7 p.m. (1953)

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars—150 Park Lane, W.1. Grosvenor 5434. (0174 R)

F ORD 10 in good condition, for cash.—Tel. Valentine 2096 or 4674. (1945)

P HENIX MOTOR CO. (SURREY), Ltd., High St. Sutton, Surrey. Vigilant 1121. (W5944 R)

R OWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0936 R)

M ARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. (10179 R)

L OW—miles per car or similar required now—54, Streatham Hill, S.W.2. Tulsa Hill 4489. (0652)

1949 1950 Ford Prefect saloon wanted for cash.—St. Clair, Chestnut Close, Amersham. (W1035)

Ford Zephyr

1951 Ford Zephyr saloon, in leather, fitted heater, radio, glass cover, etc. convenient Ham. 6041. (1942)

1951 Ford Zephyr saloon, in leather, fitted heater, radio, glass cover, etc. convenient Ham. 6041. (1942)

FORD (V8)

H AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. (1950)

1950 Ford Pilot saloon, choice of two cars, both 100 miles and in first-class condition. (1950)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. (1950)

ROUNDABOUT offer:—

1951 Ford Pilot, colour green, leather upholstery, 14,000 miles genuine, one owner, £795. (1951)

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Ford V8 Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0936 R)

UTILITY—FORD OR OTHER BODIES

1946 Ford 10 Dilemma by Martin Walter, good condition; £315.—John Triggs, Ltd., Esher. (C0355)

365 gns.—Fordson, October 1947 10hp 4-seater, imber utility, glass all round, fold-down rear seat, drop tailboard, excellent condition, year's tax, terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C0318)

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0937 R)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0936 R)

WORKS, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W3042 R)

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Tel. 4767. (0825 R)

XXX Cash immediately for good Ford.—H. F. Edwards, 401, Port Street, S.W.1. (W3035)

Ford Spares and Service

NORMAND, Ltd., highly skilled mechanics with efficient supervision. (0925)

F. H. PEACOCK, Ltd. (0925)

COMPREHENSIVE stock of spares for all Ford and Fordson, Dagenham reconditioned engines, 8, 10 and 50hp always available from stock. (0406 R)

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at (0406 R)

FORD Rd. Folkestone 51222. (0406 R)

ALLAN TAYLOR (MOTORS), Ltd. (0406 R)

HIGH S. Wandsworth, S.W.15. (0406 R)

MAIN Ford dealers. (0406 R)

LARGE stocks of genuine Ford parts. (0406 R)

LANDYKE 4435 (5 lines) (0514 R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandsworth 2255), main Ford dealers, service and all spares. (0957 R)

WE have one of the biggest stocks of Ford spares in the country from model A V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors Ford House, New Rd., Dagenham, Rainham 770 (6 lines). And 66, High St., East Ham, E.6. (0406 R)

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0937 R)

FRAZER NASH—B.M.W.

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." (C0317 R)

BARTLETT—Fraser Nash—B.M.W. 1939 327/55 drop head; £650.—27A, Pembroke Villas, W.11. (0937 R)

FRAZER NASH—B.M.W. type 45 saloon, 1957, reconditioned engine, etc. £600, quick sale.—Box 2972, Falcon Works, London Rd., Isleworth, Middlesex. (C0315)

1938 type 326 4-door saloon, black, brown leather, full history available; £495.—A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (C0315)

CLASS'S MOTOR Ltd.—1937 Frazer Nash—B.M.W. 336 saloon, recent Laystall engine overhaul, reconditioned black and rechromed; written guarantee.—S. Warren St., W.1. Euston 5525. (C0140)

1955 gns.—Fraser Nash—B.M.W. August 1955, 2-litre leather, very good condition, terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C0318)

Frazer Nash—B.M.W. Cars Wanted

WANTED, good 327 or 335.—Hole, 11, Apsley Rd., Clifton, Bristol. (1961)

ROWLAND SMITH'S, the Frazer Nash—B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0937 R)

BARTLETT—We are very interested buyers of all B.M.W. Frazer Nash—B.M.W. models.—27A, Pembroke Villas, W.11. (W1013)

H. W. MOTORS, Ltd., offer:—

NEW unregistered Tickford sports saloon, maroon, beige hide; immediate delivery; £1,900. (C0242)

H. W. MOTORS Ltd., New Zealand Ave., Walton. (C0242)

BROOKLANDS Healey Distributors, London and Home Counties. (C0242)

"STILL the world's fastest 4-seater saloon." (C0242)

1952 Healey Tickford saloon, maroon, beige. (C0242)

1951 Healey 3-litre convertible 3-seater, radio. (C0242)

1950 Healey Silverstone sports 2-seater, red. (C0242)

1949 Healey Silverstone, blue, many extras. (C0242)

BUY or sell your car at (C0242)

103 New Bond St., London W.1. Mayfair 3351-4. (C0242)

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CAR MART, Ltd. (1951)

1951 Healey Tickford saloon, 14,000 miles; £1,495. Car Mart, Ltd., 150, Park Lane, W.1. (01039)

BARTLETT—Healey 1950 Silverstone 2-seater.—27A, Pembroke Villas, W.11. (C0103)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 451, offer:—

NEW Healey (Alvis engine) convertible and Abbott 4-coupe; delivery from stock. (C0101)

1952 Healey convertible with Alvis engine, speedo reading 14,000 miles, passed by makers. (Feb.) Healey Tickford saloon, grey, red leather, radio, heater, 7,000 miles, works maintained, condition as new. 2-seater, red beige leather, speedo reading 10,000 miles. (C0101)

1951 Healey Tickford saloon, maroon, beige, one owner, immaculate condition, low mileage; £1,500.—Mrs. Parry, Witherley Hall, Atherstone. (1458)

1950 Healey Abbott 4-coupe, black, one titled owner, immaculate condition; £1,275.—Silverstone Motors, Ltd., 1013, Finchley Rd., N.W.11. (C0401)

1951 Healey Tickford saloon, metallic grey with upholstery to tone, definitely a quality car with a striking performance test offered at a very fair price.—Hampton Motors, Ltd., 39, Sheep St., Northampton. Tel. 3016 (Sheep St. 6303)

1951 (March) Healey Tickford saloon, grey with red leather, radiomobile, immaculate condition throughout, trips written guarantee. Apply: R. G. Dobbs, Ltd., 117, Lodge Rd., Southampton. Tel. 55718. (1559)

1951 (August) Healey Abbott drop head four-seater, 3,000 miles, one owner, finished grey with grey leather, radio and heater, new hood, immaculate throughout, and Service Garages, 144, Longon Rd., Kingston-on-Thames, Kingston 1185. (C0106)

£895—1950 E type Silverstone Healey, faultless, £100 extras including detachable hard top, actual works car, winner Silverstone production race, beating Bonnier (Alfa Romeo D 52); exchange considered.—J. R. Brown, 93, Ormerod Rd., Burnley. Tel. 3032 (evenings), 5189 (office hours). (1636)

HEALEY cars wanted

BARTLETT—The Healey buyers.—27A, Pembroke Villas, W.11. (W1015)

RICHARDS & GARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

HEALEY wanted, any model.—330, Norbury Ave., London, S.W.16. Polards 6098. (1553)

HILLMAN 10

OVERSEAS CARS, Ltd. (1950)

1950 Hillman Minx saloon, black brown leather, 8,845 miles; £755; for other Overseas car bargains see page 37. (1950)

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, London, S.W.1. Sloane 7475. (C0351)

PALMER'S MOTORS, Ltd. (1950)

1940 Hillman Minx saloon, excellent condition; £280; exchange, terms.—53, York St., Twickenham, Postoffice 1850. (C0354)

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, one careful owner, low mileage; £750. (C0354)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C0354)

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx saloon, black with brown leather interior, recorded mileage 26,500; £665.—942, High Rd., N.12. Hillside 0024. (C0207)

836—

ARTHUR MULLINER, Ltd., offer:—

1950 Hillman Minx Mark IV sal., black with brown leather upholstery, small mileage, one owner, excellent condition throughout, fully guaranteed; selected from a large and comprehensive stock of carefully purchased high-grade used cars at competitive prices; attractive part exchanges, and deferred terms arranged if desired; latest price list available on request. (C0319)

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. (C0319)

WARWICK WRIGHT, Ltd., offer:—

1951 (Cor. E.) Hillman Minx Mark IV drop head coupe, fawn, red leather,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

ACE SERVICE STATION (LONDON), Ltd., offer:—

1947 Hillman 10 saloon, exceptionally clean; 4,425.

NORTH Circular Rd., Stonebridge Park, N.W.10.

Eaton, 5585 (5 lines) (C1000)

1949 Hillman Minx saloon, 25,000 miles, one owner, 4,475.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. (C3004)

1950 Hillman Minx Mk. IV sal., beige, 11,000 miles, immaculate, 4,735.

TICKFOLD, Ltd., 2, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. (C4069/7)

1947 Hillman Minx coupe, black, brown interior, speedo reading 20,000, ex. cond., 4,735.

TICKFOLD, Ltd., 2, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. (C4069)

1946 Hillman Minx saloon, one owner, black, in excellent order throughout, 4,485.

LYNE FRANK & WAGSTAFF, 4-5, Crouch End Hill, N.8. Mountview 4401. (M2058)

1949 Phase III Hillman Minx saloon, black, excellent condition throughout, 4,620.

JOHN WILSON AUTOS, Ltd., Sandstead Rd., South Croydon, Sandstead 4260. (C4055)

1949 Hillman Minx Phase III saloon, black, immaculate condition; bargain—below.

1950 Hillman Minx saloon, black, perfect mechanical condition—below.

These cars and many others can be inspected at the Royal Gaiting, Ingram and Co., Ltd., 10, Cannon St., S.W.1. (Vic. 4366.) (15345)

£298—Hillman 10 1939 sal., leather interior, excellent condition, engine, many others.

BENNETT, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50) 345 Holland Park Tube. Exchanges, 11/1. (C1017)

1951 model Hillman Minx convertible, 5,000 miles, as new; 4,745—Moore's, Hove 38678. (17346)

1946 Hillman Minx, black, immaculate, 4,245; terms, exchange, Cammerford, Beckenham 11798.

£375—1940 Hillman 10 saloon, truly immaculate, excellent.

Darnley House, Darnley Place, W.10. (C1010)

1939 Hillman Minx saloon, excellent condition, 4,230—West-end only, 5, Thornton St., S.W.19. (C1010)

1951 Hillman Minx drop head coupe (B.M.T. Consent), black, red leather, offered at under present net price.

R.T.O.D., Ltd. (Hillman Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2352. (C3052)

1946 (June) Hillman Minx saloon, black, brown leather, one owner, recommended engine, 4,445.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C1017)

1949 Hillman Minx, 17,000 miles, green, heater, spotlight, in perfect order throughout; 4,625—Tel. Southall 1986 to inspect. (1564)

HILLMAN Minx Phase III 1949, excellent condition throughout, 11,000 miles from new; 4,625—Tel. Baber 5560. (1564)

J. P. DOVE offer: 1941 (not ex-W.D.) Hillman Minx saloon; 4,365—60, Broadway, Wimbledon, S.W.19. Lacey 5456. (1572)

1947 Hillman Minx, perfect condition—Herbert Leishman 596-7. (C1016)

HILLMAN Minx 1936-37, complete engine overhaul, good tyres, brakes retimed; £180.—94, Rochdale Rd., Aubrey Wood, E.C.2. (1489)

WHAT offers? Hillman Minx Mk. III, green, late 1949, 24,000 miles, excellent condition, maintained by Rootes, no denting Box 240. (1489)

1950 (Sept.) Hillman Minx saloon, pastel green, with red leather upholstery, fitted heater; 4,745—Coopers Garage, Ltd., New Milton St., 1696.

£695—B.M.T.A. permission based on covenant to be signed. (1572)

1951 Hillman Minx convertible, beige with red leather, H.M.V. radio, 16,000 miles, B.M.T.A. permission based on covenant to be signed. (1572)

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Siance 4727. (C1046)

1950 Hillman Minx Mark IV, black, red leather, heater, H.M.V. radio, many extras, excellent condition, 25,000 miles; £750—187, Heathfield Rd., Hitchin, Herts. (1439)

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JAMES, Finchley Showrooms, 42, High Rd., Finchley, N.12. Fin. 6221. (C2052)

£745—Phase IV Minx saloon, a low mileage specimen, maintained and serviced entirely by distributors since new, engine recently checked, extremely good condition throughout.

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1950 Hillman Minx Mark IV saloon, suede green, leather upholstery, 12,000 miles only, in superb condition throughout, 4,735; exchange, deferred terms—John B. Muscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. (C4055)

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£525 will buy a perfect 1947 model Hillman Minx motorist, grey, cellulose unmarked interior still smells new, we have just overhauled engine for first time, this car is perfect with no oil or but. Northern Motors of Harrow, 180-184, Pinner Rd., Harrow 4444. (C3065)

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245—Hillman 14, 1939, de luxe 4-door saloon, black, sliding head, blue leather, Notek passenger, exchange, 1st, open 9-7 week-days and Tube, Hampstead 6041. (C4016)

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ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (0108) R

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2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362,

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CAMBERLEY (Camberley 77).

HOUSLOW (Houslow 3454).

PINCHLEY (Pinchley 0081).

GREAT West Rd. (Balling 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gallway 4141).

ENLYS, Ltd., England's Leading Motor Agents. 0057 R

C RES offer:—

1947 3½-litre Jaguar saloon, finished in silver grey, brown leather upholstery, heater, radio, and disc, speedometer recording 14,000 miles, undoubtedly in truly magnificent condition throughout; first £595 second £550.
A. GRIFFITHS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. (C1092)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 S.S. Jaguar 1½-litre sports saloon, immaculate, black, coachwork with beige leather interior, recent extensive mechanical overhaul, one owner; choice of two others \$995.
HIRE purchase terms on the spot with no references, no formalities or guarantee. Part exchange on your present motor cycle or car. Always 300 cars under £450 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). (C3047)

NOEL ROSCOE offer:—

1947 Jaguar (Temple, 1950), owned since new, fitted with a world-famous racing driver, maintained regardless of cost, very small mileage; this car has not been raced or entered in any form of competition, work, colour made green, immaculate, radio, taxed year, £1,450.—American Rd., Chalfont St. Giles, Bucks. Tel. 152. (C3062)

TOM GARNER, Ltd., offer:

1951 Jaguar 3½-litre Mark V saloon, black with brown leather, 13,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5255-6-7. (C2020)

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey blue leather interior, fitted H.M.V. radio, taxed, excellent condition throughout; £1,195.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Bedford. Tel. 152. (C3062)

GUY SALMON AUTOMOBILES offer:—

1951 Jaguar Mark V drop head coupe, 10,000 miles; £1,495.—Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-5. (C3050)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, B.M.T.A. permission for resale.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 68907-8-9. (C1057)

GORDON CARS (LONDON), Ltd., for Jaguars.

1950 Mark V 3½-litre saloon; £1,175.
1947 model 14½-litre saloon; £685.
GORDON HOUSE, 373, Euston Rd., N.W.1. Eus. 6611. (C2025)

BROOKLANDS: Individuality, new and used cars.

1951 Jaguar 3½-litre d.h. coupe, radio.
103 New Bond St., London, W.1. (C1029)

BARTLETT.—XK120, 6,000 recorded; December, 1950, £1,550.—77a, Femberton Villas, W.11. (C1013)

1950 Jaguar Mark V saloon, 17,000 miles, fitted radio, one owner; £1,250.
XK120 Jaguar (December, 1950) sports 2-seater, fitted with blue upholstery, recently checked by makers; £1,550.
R. C. WIMBUSH, Ltd., 512, Earl's Court Rd., London, S.W.5. Fremantle 6401. (C3056)

JAGUAR 1947 (registered 1946) 2½-litre, immaculate appearance and order; £550.—Box 2974. (1169)

1950 Jaguar 3½-litre Mark V saloon, grey/blue hide, one owner, small mileage; £1,350.
J. DAVY, 180/182, Kensington High St., W.8. West. J. 9641. (C1069)

1950 Jaguar 3½-litre Mark V saloon, exceptional 14½-litre, one owner, extras; £1,385.
RIPCO, Ltd. (Jaguars purchased), 16, Abchurch Lane, Mayfair, London, W.1. Recent 2952. (C3052)

179 1951—Jaguar 3½-litre saloon, very clean car.—Autonips, 5, Balham High Rd., Balham 7530. (1109)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

JOWETT Jupiter, green, demonstration available—Wimshurst & Co. Ltd., Jowett Main Agents, Abbey House, Victoria St., S.W.1. Abbey 6986. (1377)

BLACK Javelin saloon, available for immediate delivery: £1,002/12/5, ex-works.—Buntings, Jowett Main Agents, Harrow, Tel. 6225/6. (1341)

1952 Jowett Jupiter, just run in, 90 m.p.h., 28 in. d.p.e., 5-std., light alloy, drop head, must sell for domestic reasons, £960 o.n.o.—Box 2970. (1637)

1952 Jupiter sports, green, mileage 4,000 as new, selling for domestic reasons, first offer over £1,000 secure.—Capricorn, 37, Main St., Bedford, York-shire. (1580)

£765—1948-9 Jowett Javelin full de luxe saloon, black, red leather, heater, knee covers, etc.—Bray Motors, 180-184, West End Lane, H.W.8, Hampstead 6410. (C1024)

CAMDEN MOTORS—Jowett Javelin saloon, late 1948, in black with de luxe leather interior and heater, carefully used, quite immaculate coachwork, moderate mileage, £595. (C1024)

CAMDEN MOTORS—Jowett Javelin saloon 1949, full de luxe model in golden sand with leather upholstery, radio and heater—engine recently overhauled and serviced by distributors, most attractive condition, £595. (C1024)

CAMDEN MOTORS—Jowett Javelin saloon, latest type 1951 model, with separate side lamps, walnut lacis to dashboard, wide Buited leather upholstery with genuine arm rests front and rear, built-in heater, etc., virtually as brand new in appearance, negotiable mileage, £595. (C1024)

CAMDEN MOTORS, Letchford Burnard, Beds., Tel. 201, Open till 9 p.m. Write for catalogue. (C1045)

1949 Javelin d. saloon, black, beige leather, re-conditioned engine, showroom condition; £729 or nearest.—Buntings, Jowett Main Agents, Harrow, Tel. 6225/6. (1340)

JUPITER 1952, 7,000 miles, red, radio, heater, etc., just back from complete check over by makers, £1,290.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. (C3045)

COOPER & GREEN Jowett Main Agents—Javelin C and Bradford spares and repairs, sales and service—Eden Park Garage, 465, Upper Elmers End Way, Beckenham, Kent, SE26 5JL. (C3045)

1952 Javelin de luxe saloon, maroon/fawn upholstery, immaculate, 8,000 miles, £950; also, prompt delivery, Tel. 6225/1/2.—Jowett Sales, 140, Golders Green Rd., N.W.11. Speedwell 0012. (C3045)

1951 model Jowett Javelin (Dec. 1950) de luxe saloon, 21,000 miles, maroon, heater, wire, seat and coat covers, new Michelin tyres, mud, etc.—Vautier, Lambeth Hospital, S.E.11. Reliance 1954. (C3045)

£695—Immaculate and spotless, 1949 Jowett Javelin de luxe saloon, genuine tyre mileage, improved engine, excellent condition, £75, a real value is a bargain at this price; 3 months' guarantee, hire purchase, exchanges. (C3045)

AMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (C2032)

1952 Jowett Javelin de luxe metallic grey with red leather interior, 84 V, radio, heater, "Ventipanes" as new in all respects, guaranteed, we also welcome enquiries for delivery on new Javelins.—Wimshurst & Co. Ltd., Jowett Main Agents, Abbey House, Victoria St., S.W.1. Abbey 6986. (1048)

FOR the convenience of Jowett Javelin, Jupiter and Bradford owners, full spares, service, repairs and guarantee claims facilities now available.—Full range of new models and new Javelins, Jowett Main Agents, Jowett Service, 140-144, Golders Green Rd., London, N.W.11. Speedwell 0011. (10 lines). (C3045)

£835—The latest type model with separate side lamp, walnut facia to dashboard, reversing lamp, wide Buited beige leather upholstery, built-in heater, built-in heater and radio, abundant small mileage, will exchange for larger car, cash adjustment either way.—6, Brunmore Rd., Wallasey, Cheshire. (1468)

Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett Jupiter—520, Euston Rd., N.W.1. Euston 1212. (1974/R)

R ROWLAND SMITH'S, the Jowett buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1954/R)

D DENHAM SERVICE STATION, Ltd., wish to buy immediately, the following Javelins:—1950-51 Javelin de luxe saloons. (C3045)

WE are always interested to receive details from Javelin owners wishing to dispose of low-mileage cars. (C3045)

DENHAM SERVICE STATION, Ltd., Denham, Bucks., Tel. Denham 2266. (W1070/R)

1949-52 Javelin saloon or saloon de luxe, any fitted beige leather upholstery, built-in heater, built-in heater and radio, abundant small mileage, will exchange for larger car, cash adjustment either way.—6, Brunmore Rd., Wallasey, Cheshire. (1468)

1949-52 Javelin saloon or saloon de luxe, any fitted beige leather upholstery, built-in heater, built-in heater and radio, abundant small mileage, will exchange for larger car, cash adjustment either way.—6, Brunmore Rd., Wallasey, Cheshire. (1468)

Jowett Spares and Service

H BENTLEY & PARTNERS, Ltd. (C3045)

J JAVELIN and Bradford service and spares, 21-23, Cromer, Crescent, Moss Hill Park Corner, S.W.1. Tel. Sloane 2447. (1024/R)

M MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks, LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Eriton 2469. 2629, 308, Eriton Rd., Bexleyheath. (1057/R)

C COLLIVER-FISHER, Ltd., excel in supporting their Main Agency, Unsurpassed service, Spare and replacement units. (C3045)

N NORTHWOOD, Midea, Tel. 777 4 (10 lines). (1009/R)

Jowett Spares and Service

BIRMINGHAM main agents, large stocks of spares.—Frank Moseley (A. S. & L. Ltd., The Depot, Steward St., Birmingham, 16, End. 0916. (0549)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bunnings Lane, Harrow, Tel. 6225/6. (1341)

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities, trade requirements catered for. (1073/R)

G. St. Kingston-on-Thames, Kin. 22412. (1079/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. (1079/R)

TRINITY CARS, Ltd., Jowett Javelin, Jupiter and Bradford main agents; specialists in repairs by factory-trained mechanic, full range of spares and replacement units.—48, North St., Wandsworth Common, S.W.18. Vandyke 1168. (184054/R)

JOWETT JAVELIN, Jupiter and Bradford; for the convenience of the trade, full spares service, repairs and guarantee claims facilities now available at—9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 0741 (10 lines). (1025/R)

LAGODA

COACHCRAFT offer:—**£795**—1939 short chassis V.12 saloon, 3 months' written guarantee, terms to suit and exchange.—Coachcraft, Elm Rd., Epsom, Tel. (C1003)

GUY SALMON AUTOMOBILES LAGODA and Aston Martin agents. (C1003)

1952 demonstration model coupe available.—Portsmouth Rd., Thames Ditton, Esherbrook 5501-2-3. (C3041/R)

H. W. MOTORS, Ltd. offer:—**1950** 2½-litre saloon, grey/blue hide, radio, 25,000 miles, one owner, first-class order throughout. (C3041/R)

H. W. MOTORS, Ltd., New Zealand Ave., Waltham-on-Thames 2404 5/6. (C3041/R)

HAROLD RADFORD & Co., Ltd. OFFICIALLY appointed Lagoda retailers. (C3041/R)

SALBS and service at Melton Court, South Kensington, London, S.W.7. Kensington 45 (5 lines). (C3047/R)

GUY SALMON AUTOMOBILES offer:—**1952** (Sept.) new Lagoda 2.6 coupe, 500 miles, £2,300. (C3041/R)

1952 Lagoda 2.6, 3,500 miles, heater and radio; £2,400.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001/R)

BROOKLANDS, Lagoda distributors; latest models. (C4001/R)

1952 Lagoda 2.6-litre coupe, mileage 6,000, grey. (C4001/R)

BUY or sell your car at 103 New Bond St., London, W.1. Mayfair 6351-5. (C1029)

DAVIES MOTORS, Ltd. (managing director J. E. Davies), service manager Lagoda Ltd., 1952 2-litre Continental saloon, good condition throughout, general check-over, chassis and engine, new in progress. (C3041/R)

1934 16-40 2-seater with dicky seat, very good chassis history, 4-door sports saloon. (C3041/R)

1936 4½-litre type L.G.43 4-door sports saloon, burgundy exterior, chassis and coachwork comprehensively checked, condition well above average. (C3041/R)

1938 V.12 drop head coupe, recorded total mileage 55,000, of which 8,000 only covered by existing manufacturer's engine, radio and wheel discs for the year. (C3041/R)

1938 V.12 4-5-seater sedan, covered by James Young, recorded total mileage only 44,000; regular and comprehensively serviced by manufacturer; radio and wheel discs, specialized coachwork of truly outstanding appearance. (C3041/R)

1938 V.12 short saloon, chassis comprehensively checked, coachwork recollared and renovated throughout, an outstanding model. (C3041/R)

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3 (5 or 6 private) Popesmore 5364. (C1060)

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." (C3041/R)

1950 Lagoda 2½-litre saloon, 27,000 miles, recollared as new on engineer's report, 1,500 miles ago, £2,300.—Box 2995. (1779)

1952 Lagoda 2.6 saloon, 4,000 miles, £2,300.—Arthur Bassett, Ltd., Greenfield St., Swansea, Tel. 55132/3. (1445)

1950 Lagoda 2½-litre saloon, radio, etc., 13,000 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (C1067)

1950 Lagoda 2½-litre drop head four-seater coupe, brand new engine, almost new condition throughout, £1,595.—Taylor & Crawley, 48, Kennington Court, W.8. Western 6015. (1771)

1938/9 Lagoda V.12 7-passenger enclosed drive, 1938, 4-door saloon in dark blue and black, with red leather upholstery, fitted H.M.V. radio, heater, wheel discs, new tyres, etc.; £2,500.—Swanwick & Co., 1, Waltham Rd., Beckenham 1930. (1524)

£85—Lagoda 2-litre (1938), one body owner since new, very nice 4-door saloon in dark blue and black, with blue and inlaid mahogany interior, original carpet, tool kit, jack, etc., knock-on wheels, Maidenhead 2715. (1726)

LAGODA short chassis V.12 1939 saloon magnificent throughout, receives costly overhaul, new set of fine cars should inspect this vehicle, £850 terms, exchanges.—Temple Cars, 136, Burton Pl., Devon. Tel. 45614, open until 9 p.m. daily. (1540)

LAGODA

1939 V.12 Lagoda medium chassis saloon laid up during war, complete strip and modification engine, gear box, back axle by makers 1946, recollared dark green 1951, well maintained in stable of five, 1,260 guineas.—Lees, Ashham Bryan, York 65715. (1605)

YOUR choice—a slightly used Lagoda drop head four-seater coupe, black with red furniture hide upholstery of a saloon finished in bronze with red upholstery, both 1952 cars and complete to the latest specification; they are inspected and have run a very small mileage. (1605)

YOUTH enquiry solicited. (1605)

Y. ELAKE & Co., Ltd. LAGODA Distributors, 110, Bold St., Liverpool. (1605)

GRAMS, Autocar, Liverpool, Tel. Royal 6622. (1611)

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire, 1949 (June), the last V.12 Lagoda made, one owner and as new with recorded mileage of less than 15,000 miles, short chassis with streamlined 4-door saloon, coachwork finished in green cellulose with fawn leather upholstery, £1,750. (19154)

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire, Tel. Woolhampton 505. (19154)

Lagoda Cars Wanted—The Lagoda buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1954/R)

DAVIES MOTORS, Ltd. (managing director J. E. Davies), 20 years' service manager at Lagoda, Ltd., for all forms of Lagoda repair and maintenance—no matter what its type we can offer specialised service, London Rd., Staines, Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. (19100)

LANCHESTER

JACK ROSE, Ltd. offer:—**1951** 7,000 miles, only, 11hp Lanchester saloon, almost as brand new, correct 1975, Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. Open 9-5. (C3526)

STRATSTONE, Ltd., Lanchester distributors, Lanchester 10hp saloon (1948) black with fawn interior, radio and 1000 cc, in excellent condition throughout. (C3041/R)

LANCHESTER 14hp saloon de luxe (1939) grey with red leather, in good order, owned by J. E. Davies, 1948. (C3041/R)

LANCHESTER 11hp fixed head coupe (1936), black and green with green leather, owned by Lanchester Co. executive, beautifully kept, £325. (C3041/R)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); Service: 7, Herbert St., Russell Square, W.C.1 (Terminals 7464). (C4022)

ACE SERVICE STATION (LONDON), Ltd. offer:—**1937** Lanchester Roadster saloon, £210. (C1000)

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5805 (5 lines). (C1000)

1952 (Dec. '51) Lanchester 14 saloon; £1,395.—Light Car Co. (Quality Cars), Derby 2639. (1556)

£80—Lanchester 10 saloon guaranteed; payments Dec. £25 o.n.o.—Box 2597. (C3041/R)

1948 Lanchester 10 saloon, blue, one owner, superb throughout, £275.—Campbell Sports, 1948. (C1037)

J ANCHESTER 10, 1935, excellent mechanical condition, new brakes and king pins, tyres good, black, £225 o.n.o.—Box 2597. (1609)

£225—A beautifully smooth running, economical 1935 Lanchester 12.6 saloon, cream and tan, little used and very low total mileage, engine had completely reconditioned.—Taylor, Moor Croft, Arley, Barnet (Barnet 2635). (1824)

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. (1947/R)

XXX Cash immediately for good Lanchester—H. F. Edwards, 38, Upper South St., Epsom 9400. (W2001)

Lanchester Spares and Service ROOT ENGINEERING, Ltd.,—Prestonport gear boxes: exchange and repairs—169, Fulham Rd., S.W.3. Kensington 7301. (1021/R)

PRELECTOR gear boxes, H. & A. Engineering, 39, Grand Rd., Adlington, 2500. (1021/R)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester, specialists for sales and service—Ridgeway Rd., Croydon 5775. (1069)

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc. for most models—Allons, Victoria Rise, Clapham S.W.4. Macaulay 3190 and 6252/3. (10642/R)

LANCIA

JOHN B. TRUSCOTT, Ltd. for Lancia. (C3041/R)

GOOD examples are becoming increasingly scarce. We usually have the best available. (C3041/R)

FULL details of current stock on request. (C3041/R)

EXCHANGES, deferred terms. (C3041/R)

173 Westhouse Grove, W.11. Bay. 4274. (C4085)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481, offer:—(Oct.) Lancia Augusta saloon, black, new tyres, latest choice of two; from £250. (C3041/R)

1937 Aprilia, duo-bio, radio, heater, carefully maintained, taxed; £480—37, Parkside Drive, Esher, Surrey. Tel. Ede. 5925. (1717)

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

1951 M.G. T.D., with loose covers, floor mats, luggage rack, unmarked, 4,000 miles, full balance covenant. - British & Colonial Motors, Ltd., 30, Martin's Lane, W.C.2. Temple Bar 3509. (C1027)

£365 sports 4-seater; this vehicle is undoubtedly the finest example we have had, fitted many extras; this vehicle was recently sold for £305 and has just been reduced, don't miss it; 3 months' guarantee; hire purchase exchanges.

L. ASHES, Finchley Showrooms, 421, Hish Rd., Finchley, L.N.12, Fin. 6221. (C1052)

£295 in maroon, with red leather and dark grey head, engine reconditioned this year, bored, sleeved with new pistons, new timing gear, all bearings reconditioned, crankshaft reground, etc., very high standard of performance, several extras, aero-screens, Blumstein special steering wheel, French oil, a delightful little car to drive.

£495 1947 Midget, 1947 (June), bright red finish with cream leather, a very smart little car, engine decked, serviced and tuned, excellent road and drive.

CAMDEN MOTORS, Leighton Buzzard Beds. Tel. 2041. Open till 5 p.m. Write for catalogue. (C1035)

XXX really special, 1949 (June) M.G. T.C. super-charged 3-seater, finished British racing green with red wheels and red leather, Arnott blower, Norick fog lamp, twin horns, overall tonneau cover, an immaculate and outstanding example. Superb performance, very thorough recommended, written guarantee; terms, exchanges. - H. F. Edwards, 172, Kingston Rd., Exell 5101. (C1006)

M.G. Cars Wanted

C THE CAR MART Ltd. wish to purchase M.G. Cars - 320 Euston Rd., N.W.1. Euston 1214. (0946/R) ROWLAND SMITH'S.

R ROWLAND SMITH'S, the M.G. buyers - Hampstead High St. Hampstead, Ham. 5041. (0946/R)

M O.G. in good condition, for cash. - Tel. Valentine M. 2098 or 4674. (0946/R)

P PERFORMANCE CARS urgently require M.G. cars. Great West Rd., Brentford, Middx. Ealing 841. (W3041/R)

1 - litre saloon or T.D. M.O. wanted - S. P. Stanton & Sons, Ltd., 24 Commercial Rd., Woking 30. (0497/R)

XXX Cash immediately for good M.G. cars. H. F. Edwards, 28, Upper High St., Epsom 5600. (0450/R)

2 - litre M.O. drop head wanted for cash, good condition, preferably with heater. - Box 236. (1613)

URGENTLY required, 1947-51 M.G. 1½, saloons, - Olmson Sports Cars (Kichurdi), Ltd., Lyons Rd., Christchurch, Hants. Tel. 5611. (1286)

JACK ROSE, Ltd., M.O. agents, wish to purchase good M.G. cars. - Jack Rose, Ltd., Shaftesbury, Dorset. (W3056/R)

ROSE & YOUNG, Ltd., urgently require low-mileage M.O.s, all models. - 48-49, St. Albans Road, Watlington, Oxon. (W3057)

MAYFAIR GARAGES, Ltd. - Particulars good buyers of all models M.O.; telephone or write for buyers to call. - Mayfair Garages, Ltd., Balderston Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5. (0996/R)

M.G. Spares and Service

W JACOBS & SON, specialists in spares and repairs for all models of M.G. cars. - W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, Ess. Wansford 0650. (0486)

TOULMIN MOTORS, M.O. Specialists, Staines Rd., Hounslow. See displayed advertisement page. (0543/R)

P PERFORMANCE CARS - M.O. sales, service, spares. - Great West Rd., Brentford, Middlesex. (03041/R)

U NIVERSITY MOTORS, Ltd. - Largest stock of M.G. spares outside the factory. - 7, Hartford St., London W.1. Oro 4141. (0505/R)

M O. spares, most parts in stock for all models, 1930 onwards, including valves, rods, pistons, rockers, bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed workmanship in all our repairs. - A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3033. (0438/R)

MORGAN

C AR MART, Ltd.

1950 Morgan 4/4 2-seater, 10,000 miles; £550. - Car Mart, Ltd., 250, Euston Rd., N.W.1. (C1038)

1946 Morgan 4/4 2-seater, blue, 11,500 reconditioning over last 6,000 miles; offers over £400. - Box 252. (1507)

525 gns. - Morgan 4/4, May 1949, 10hp drop head, blue coupe, blue leather, two spare wheels, one careful owner, genuine 13,250 miles, practically new condition, terms, see Rowland Smith, below.

495 gns. - Morgan 4/4, October 1948, Lowcost Aero-leather, 12 c.o. fold flat screen, tonneau cover, carefully used, excellent condition; terms, exchanges; list, open 8-7 week-days and Saturdays. - Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

Morgan Cars Wanted

R ROWLAND SMITH'S.

R ROWLAND SMITH'S, the Morgan buyers - Hampstead High St. Hampstead, Ham. 5041. (0946/R)

M O.G. in good condition, for cash. - Tel. Valentine M. 2098 or 4674. (0946/R)

Morgan Spares and Service

M O.G. 4/4 official spare parts stockist, service and repairs. - Basil Roy Ltd., 111, Gt. Portland St., W.1. Lancham 7733. (0514/R)

M O'ROARNS - All available spares in stock. - F. H. Douglas, Morgan Specialist, 40, South Laine, Felling, W.5. Felling 0570. (0725/R)

MORRIS MINOR

L. F. WARD, Ltd.

1949 Morris Minor saloon, one owner, 11,000 miles, excellent condition. - L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0145. (C1043)

H. A. SAUNDERS, Ltd. offer:-

1950 Morris Minor saloon, black with brown interior, recorded mileage 4,900; £695. - 842, High Rd., N.12. Hillside 9024. (C1027)

836 - 842, High Rd., N.12. Hillside 9024. (C1027)

MORRIS MINOR, April '50, low mileage; £630. - Tel. Esber 3560. (C1794)

1950 model Morris Minor, beige, one owner, low mileage; £500. - Green Lanes, Palmers (1741)

TRIANGLE MOTORS, 281, Green Lanes, Palmers (1741)

1951 Morris Minor saloon, grey, 7,500 miles, B.M.T.A. consent. - 12, Berkeley St., W.1. (F. Mayfair 5951), and 19, Chelsea Manor St., S.W.3. (F. Mayfair 8181). (C1046)

1950 Morris Minor convertible, radio, heater, good condition; 5000gns., nearest. - Addiscombe (10563)

T O the trade only. - Post-war Morris Minor available from stock ready for your showrooms. We also wish to buy cars, may we quote for yours? - G. HARRY BROWNE MOTORS, Ltd., 55/57, South Edwards Square, Kensington, London, W.8. Western 4351 (3 lines). (C1034)

1950 Morris Minor 4-seater tourist, genuine 14,000 miles, green. - Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1950 Morris Minor saloon, one owner, excellent condition. £575; 3 months' written guarantee. - Brown's Garage, Loughton (Essex) 4119 (Tul). (C1034)

1950 (Sept.) Morris Minor saloon, genuine 5,000 miles only, one owner, finished green, beige upholstery, issued December, as new; trade enquiries welcome. - MOTOBRISTERS (LONDON) Ltd., Gt. North Rd., E. Finchley, N.2. Tel. 2301-2. (C1018)

Morris Minor Cars Wanted

C THE CAR MART, Ltd. wish to purchase Morris Minor cars. - 320, Euston Rd., N.W.1. Euston 1214. (0946/R)

MORRIS MINOR, in good condition, for cash. - Tel. Valentine M. 2098 or 4674. (0946/R)

P HENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigant 1151. (W3044/R)

R ROWLAND SMITH'S, the Morris buyers - Hampstead High St. (Hampstead Tube), Ham. 5041. (0946/R)

MORRIS MINOR saloon wanted, full service condition. - British Star Oil Co., 65, Highbury Park, W.5. Car. 1650. 16265

C A PETO, Ltd., 42, North Audley St., W.1. urgently require post-war small mileage Morris cars in first-class condition. - W.5. (W3045)

MORRIS EIGHT

A CRES offer:-

1948 (November) Morris 8 saloon, finished in bottle green and brown leather, speedometer reading 27,000, undoubtedly genuine, this car has been meticulously kept and is in magnificent condition throughout; first 4495 secure. - 136, Streatham Hill, London, S.W.16. Tel. Tulse Hill 1903. (C1002)

A. S.W.2. Tel. Tulse Hill 1903. (C1002)

G. S. HALL, Ltd. offer:-

£495 - 1947 Morris 8 2-door saloon, 28,000 miles, maintained as new.

£275 - 1950 Morris 8 saloon, very carefully kept, black with green leather upholstery; terms and exchanges. - G. S. Hall, Ltd., 532, King St., Hamersmith, W.6. Riverside 2881. (C1031)

JACK ROSE, Ltd. offer:-

1948 (October) Morris 8 4-door saloon, almost spotless inside, one owner; accept £465. - Jack Rose, Ltd., Shaftesbury, Dorset. (W3056/R)

W ALLINGTON 6677-8, Open 9-8. (C10506)

G ATEHOUSE MOTORS offer:-

1938 Morris 8 saloon, choice of 3; from £255. - Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mill 4444. (C1021)

P HILIP RICKARDS, Ltd. offer:-

1948 Morris 8 4-door saloon, black/brown leather, one owner, 23,000 miles, really perfect condition. - Brink St., Park Lane, London, W.1. (C1051)

A RTHUR MULLINER, Ltd. offer:-

1947 Morris 8 2-door saloon (series E), black with brown leather upholstery, mechanically sound and in really outstanding condition for its age, selected from an attractive stock of post-war models, including Minors, Oxforas and Stires, complete customer-protection guarantee, may we send you our latest comprehensive price list?

A RTHUR MULLINER, Ltd., Bridge St., Northampton. (C10519)

1939 Series E saloon, reconditioned throughout; £340. - Clerkenwell 2741. (1739)

1936 (Sept.) Morris 8 4-door saloon, one owner; £195. - Cranmore, Tel. 2040 Park Lane, Bar. 1062. (C1062)

1948 (October) Morris 8 4-door saloon, black, brown leather, one owner, 20,000 miles, immaculate. £495. - A. SAUNDERS, Ltd., 336-338, Euston Rd., N.W.1. H. Euston 4511. (1736)

1939 Morris 8 open 4-seater, a really spotless little car in really good condition; bargain at £250. - A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

MORRIS EIGHT

£400 - 1946 Morris 8, one owner, excellent condition, reconditioned engine. - 7, Allington Parkway, N.W.1. Euston 2704. (C1025)

A N amazingly good 1938 Morris 8 4-door saloon; £30 down or £225 cash. - Hays Automobiles, Ltd., 157, Parkway, N.W.1. Euston 2704. (C1025)

1947 2-door sun sal., under 19,000 miles, excellent condition; £450. - 80, Purley Bury Ave., Purley, Surrey. Uplands 2481. (1188)

£355 - (Sept. 1946) Morris 8 2-door saloon, black/brown, sliding roof. - 472/480, Lovership Lane, N.22, Bovey Park 1668. (1153)

MORRIS 8, two 1938s, 2- and 4-door saloons, black, blue leather; 6175 each; b.p. terms. - Ellbank Motors, Ellbank Rd., Ellbank 6840. (1356)

1947 Morris 8 (Series E) 2-door saloon; £435. - Smith & Hunter, Ltd., 878, Kensington High St., London, W.14. Tel. Western 2312. (C1018)

£285 - 1939 series E Morris 8 4-seater, excellent runner; bargain. - Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 Morris 8 4-door saloon, 4100 mechanical reconditioned, immaculate paintwork; £129. - King's Motors, 1, High St., Hounslow, Tel. 5532. (C1049)

1947 Morris 8 4-door saloon, in very good condition throughout; any sale; £475. - Wembley Court Motors, High Rd., Wembley, Wembley 6787-8. (C1050)

295 gns. - Morris 8, 1939, de luxe 2-door saloon, green and black sliding head, green leather, good condition; terms. - 1939 Morris 8 2-door saloon, green and black sliding head, green leather, good condition, year's tax; terms, exchanges; list, open 8-7 week-days and Saturdays. - Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

£169 - 1937 Morris 8 4-door saloon, reconditioned engine, a bargain. - G.P. (Baltham) Ltd., 24, Baltham Hill, S.W.12 (100 yrs Clapham South Tube), Clapham 100. (C1024)

MORRIS 8 1939 2-door saloon, black, first-class condition and running order, mileage 31,000, price £350. or offer. - Modern Bryony Hill, Hampden, Godington. (1564)

1947 shine tool, one owner, a beautifully kept car; price £465. - Bells (Finchley), Ltd., 100, North Finchley, London, N.12. Tel. Hillside 1044. (1695)

1948 (October) Morris 8 4-door saloon, black, brown leather, exceptional condition throughout. - 4473, Modern Service (Wimbledon), 444, High St., Wimbledon, S.W.19. Wimbledon 5155. (C1014)

Morris Eight Cars Wanted

R ROWLAND SMITH'S.

R ROWLAND SMITH'S, the Morris buyers - Hampstead High St. Hampstead, Ham. 5041. (0946/R)

R EQUIRED immediately, good Morris 8. - G. Edwards, 1, Amersbury Lane, Harpenden, Herts. Tel. 111. (W2000)

MORRIS TEN

N ORMAN AUTOS offer:-

£275 - Morris 10 saloon, radio, etc., condition far above average; written guarantee, exchanges. - Norman Autos, 346-348, London Rd., W. Croydon. Thornton Heath 461. (1711)

L AXTONE OF OXFORD offer:-

£545 - 1947 Morris 10hp saloon, in first-class condition; black with brown leather; terms if required over 18 months. - L. AXTONE OF OXFORD (MOTORS), Ltd., New Rd., L. Oxford, Tel. 3381. (C1054)

B LUE STAR GARAGES, Ltd. offer:-

1939 Morris 10, nice car; £350. - Fortune Green Rd., West Hampstead, N.W.6. Ham. 5041. (C1051)

1939 Morris 10 saloon, blue leather, tyres as new. - 2205

D OGALAS CAR SALES, 806/822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (C1075)

1934 Morris 10 saloon, very good running order; £145. - Cranmore, Tel. 2040 Park Lane, Bar. 1062. (C1062)

1946 Morris 10, black; £445; choice of 2. - Kirkwood Cars, 78, Streatham Hill, S.W.12. Tulse Hill 1228. (C10506)

1939 Morris 10 saloon, completely reconditioned as new; £385; 3 months' guarantee; terms and exchanges. - J. Lewis, 245, Hammersmith Rd., London, W.6. (C1051)

J ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mounview 5228 and 3774. (C10454)

1946 Morris 10, excellent order; £200. - Brookside Motors, 100, High Rd., Uxbridge, Tel. 184. 10 a.m. to 7 p.m. (C1065)

£250 - 1937 Morris 10 de luxe saloon, black, original condition, tailored covers, reconditioned engine, immaculate. - Enterprise 3455. (1363)

£445 - 1947 Morris 10 4-door de luxe saloon, reconditioned engine, immaculate. - Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 Morris 10 saloon, spotless condition; £265 or £145 deposit, balance 18. - C.A.F. Motors, 130, Clapham Rd., S.W.9. Reliance 267-8. (C1058)

1947 interior, the whole of this car is unblemished and is indistinguishable from many new cars, open to any inspection; £245; terms, exchanges. - M. AIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Bar. 3457. (C10454)

M AYFAIR GARAGES, Ltd. - 1839 model 10hp series M de luxe 4-door sliding head saloon, black, brown leather upholstery in almost new condition, reconditioned engine, smart car with economical and excellent road performance, 3 months' guarantee, £395. - Mayfair Garages, Ltd., Balderston St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5134. (C1052)

295 gns. - Morris 10, March 1939, Series M de luxe 4-door saloon, black sliding head, brown leather, one owner, good condition, reconditioned engine, open 8-7 week-days and Saturdays. - Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CAR MART, Ltd.
1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon, black with beige leather upholstery in exceptional condition, passed manufacturers' 7,000 miles; £2,500.

1951 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, black with black leather front and beige cloth to rear, 14,000 miles, passed manufacturers' 5,500.

1938 Rolls-Royce 25-30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £1,795.

1937 Rolls-Royce 25-30hp H. J. Mulliner sports saloon, black with brown leather upholstery; £1,495.

CAR MART, Ltd., Gloucester House, 150, Park Lane, C.W.1. (Corner of Piccadilly.) Groverover 3454. (G1059)

TOM GARNER, Ltd. offer:—

1950 Rolls-Royce Silver Wraith semi-ranet-ede sports saloon by Park Ward & Co., Ltd. steel coach with blue leather, 28,000 miles, and 1938 H. J. Mulliner 25-30hp 7-seater. Blackfinn 5055-6-7. (C3020)

MASCOT MOTORS, Ltd. offer:—

1936 25hp Barker sports saloon with division.

1936 25hp Barker owner driven sedan.

1935 25hp Tickford drop head sports saloon.

1934 25hp Park Ward sports saloon, ride control.

1932 25hp Park Ward 4-light saloon.

1930 25hp H. J. M. Weymann saloon.

We are anxious to purchase 20hp and 25hp Rolls-Royce and 5/4- and 4 1/2-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237-243, Kennel Rd., Epsom, Surrey, W.10. Ladbroke 1251-2. (C3007)

WARWICK WRIGHT, Ltd. offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, silver, grey, blue leather, 28,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C3045)

CITY SALMON AUTOMOBILES offer:—

1939 Rolls-Royce Wraith, fitted most superbly, owner-driven sports saloon by Gurney Mulliner; this car must be seen to appreciate the most outstanding body line, 50,000 miles, excellent history; £2,650—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C3001)

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1938 25/30 Rolls-Royce 4-door 4-light saloon with division and rear boot by H. J. Mulliner, black with brown hide interior, 59,000 miles, and in first-class condition; £1,575.

9, Albemarle St., London, W.1. Tel. Groverover 5551. (C1018)

CHIPPENDALE MOTORS, Ltd.—See our advertisement under "Sports Cars" (C1046)

1939 (Feb.) Rolls-Royce Wraith sports saloon; 2,000 miles; for part exchange.

GEORGE NEWMAN, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000. (C3025)

1939 Wraith owner-driven Freestone & Webb race-ade sports saloon, black with brown leather, 28,000 miles.

1937 25/30 Thrupp & Maberly race-ade saloon, black with brown leather, 28,000 miles.

R. C. MORTLAKE, 253, Kennel Rd., London, W.10. C. Arnold 4004. (C3017)

£350—Rolls 20/25 saloon, 6-light, 1939, good order, terms arranged.—A. Houskins Rd., Chertsey. (C1519)

1933 Rolls-Royce 20/25 T. & M. limousine, chauffeur driven, Rolls maintained.—Bleasdale 6930 or Box 2936. (C1447)

ROLLS-ROYCE 1935 G.P.O. series 7-passenger 11-limousine, black, exceptional order; £775—Frank Dale, Frs 5789. (C1067)

1934 40/50 Hooper limousine, unused 9 years, quite immaculate and USA, £300 o.n.o.—Manchester, Fallowfield 2866. (C1405)

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1222-5), officially appointed Rolls-Royce dealers and repairers; reliable used cars in stock. (C1057)

LATE 1929 20hp limousine with 1949 swept tail, new 1/2 well, good tyres, upholstery, cellulose, chrome lamps, clean lubrication, taxed, best offer £300.—Box 2907. (C1777)

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices—Claude Burgrave & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7654. (C5955)

WALTER SCOTT, Ltd., 197 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; £1,275-35, Colliers Crescent, Hampstead, N.W.2 (near Colliers Tube), Fri. 5914. (C4046)

1937 delivery 30hp Rolls-Royce 4-door 4-light saloon, with disappearing division and rear luggage boot, by James Young, black, maroon leather, recent complete engine overhaul; £1,550.

PADDON BROS., Old Chesham Place, South Kensington, S.W.7. Tel. Ken. 5477/5478. (C3033)

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners and cars available for inspection. Tel. Brookwood 2231-2. (C5577)

OWNER-DRIVER 1937 Phantom III electric appointed Park Ward Saloon, unroofed, mileage 21,000, excellent history, capacious boot, wheels, 8-spoke, wire covers, exceptional opportunity—Alme & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C5577)

ROLLS-ROYCE

H. OWEN, Ltd.—Send for full details of first-class used Rolls-Royce cars available—17, Berkeley St., London, W.1. Tel. Mayfair 9000. Proud Member of the British Group. (C3035)

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 limousine by Hooper, face forward occasional, recently completely overhauled, in exceptional condition throughout; £745-84, Ot. Portland St., W.1. Len. 1543. (C3015)

1935 (November) Rolls-Royce Barker saloon, black, grey leather, 51,000 miles only, maintained by makers, in superb condition and taxed to end of year; £395-Stratley Goodwin, Ltd., Kidderminster, Tel. 2204/5. (C1477)

ROLLS-ROYCE limousine, 1937-8, 30 hp, Park Ward body, 7-seater, all forward, leather upholstery, occasional seats hidden when not in use, partition, excellent condition, apply—Hewley Bank, Fielden Park, West Didsbury, Manchester, 20. (C1216)

ROLLS-ROYCE Sportsman's saloon, 25, 1935, sloping front condition, 2,400 overhaul recently, truly magnificent black, perfect condition, in every way original tools, new tyres, any trial; £1,495.—Temple Cars, 1933 Ltd., Derby, Tel. 45414. Open until 11. (C1539)

1933 (September) Rolls-Royce 25hp 7-seater limousine, black, exceptional condition throughout, £375; exchange, hire purchase.—R. & H. Motors, 144-146 High Rd., Westcombe (Finchley), London, N.2. (C1020)

THE SOUTHERN MOTOR CO., originators of the Rolls-Royce region, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, 10, Queen's Road, Chertsey, Surrey, Tel. Crawley 437. (C1550)

ROLLS-ROYCE 1935, 25 30 saloon car, Park Ward body, with automatic, disc window, partition, mileage 50,000, beige leather upholstery just been replaced, perfect condition, as good as new, reasonable price accepted.—H. Mallinson, Matton Road, West Malvern, Worcestershire. (C1798)

VINTAGE MOTORS, Ltd., of Knightbridge, the Rolls-Royce specialists.—Always a selection of good Rolls 20 and 25 at competitive prices.—Head office and show-rooms, Queen's Gate, Mayfair, London, W.1. Tel. Western 5582. Sales and Works, 189/195, Pall Mall, London, W.1. Tel. Knightsbridge, 5582. (C3059)

A & S Motors, Ltd., 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000. (C3025)

ROLLS-ROYCE 1935 25hp Park Ward, leather, partition, 11-limousine, black, 7-forward, superb, also 1936 Hooper, swept tail, 7-forward, partition, magnificent condition, reasonable price.

ROLLS-ROYCE 1937/1938 30hp Thrupp Windover, 7-limousine, partition, reasonable mileage, black, also 1937 Barker 30hp Landauette, superior condition, reasonable price.

ROLLS-ROYCE 1937 (mileage 33,000) Phantom III (swept tail) window, partition, magnificent condition, forward occasional, swept tail, black.

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USED CARS, FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

VERITAS-B.M.W. 1949 (reg.) 2-litre, fully streamlined 2-seater sports racing car, 120 m.p.h., very little use, just checked over ready for racing or road use, exchangers deferred, terms, exchangers. £205. (C1045)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 461. (C1001)

CHILTERN CARS offer a selection of competitively priced sports cars including: Alfa-Romeo, Allard, Frazer Nash-B.M.W., H.R.G., Invicta, Jaguar, M.G., Morris, Riley, Singer and Talbot, terms, exchangers. 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2063. (C1045)

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 40 cars at competitive prices—Head office and showrooms, Queen's Gate Mess, Gloucester Rd., Kensington, Western 2522. Sales and Works, 189-195, Pavilion Rd., Sloane St., Knightsbridge, Sloane 3326. (C4039)

1935 Coachcraft, new hood, carpets, battery, tyres, sprayed sunroof, in immaculate condition throughout; a most striking car with performance to match; £225; exchangers, terms, etc.—R. Lester (Cars), Ltd., Bath Rd., Thurham 3129. (1689)

RICHARDS & BROWN offer Riley Kestrel saloon, 14/6, June 1954, 1955, 12/50 with 2-seater, 1950, 1940 Citroën Light 15 roadster, "Grand Luxe" £435; Bentley 1952 27hp Vanden Plas tourer, one owner, immaculate condition, £245; Bentley 4-litre saloon, £225, M.G. 3 type sports racing, £395; Mercedes 500, £250 8.8. tourer, £425, M.G. 16/80 Mark II saloon, 1950, M.G. 2.2 1951, £190, exchangers, terms—Rings Rd. (off High St.) Bromley, Kent, Havensbridge 6479 and 3322. (C3049)

ALT-AQUAR 2-seater, one of the world's finest road cars, 1948 Grand Prix Alfa chassis, Z.F. diff., 4-wheel independent suspension, rebuilt to 1951 specification by Alfa Co. K. 120 engine and gear box, rack and pinion steering fitted by H.W. Motors, superb full road equipment, beautifully finished with ample room for two avid winners in every event entered, can be seen Silverstone Oct. 11th.—Details from E. P. Scraggs, Sywell, Alderley Wood, Leamington, (Tel. Marlestone) 2247 (daytime), or H.W. Motors, Ltd., Walton-on-Thames (Tel. Walton 2404). (1588)

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers—Hamstead High St. (Hamstead Tube), Ham. 6041. (0987/R)

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8812). (W3041 R)

AUTOMOTORS, Ltd., are enthusiastic repairers, tubers and modifiers.—Automotors, Ltd., Leather Garage Farm Rd., Basing 5.W.13, Riverside 407. (0753 R)

S.S.

149 gns.—S.S. 1954 16hp sports saloon, racing green, 23mpg, good condition, available October.—Box 2806. (1129)

£195—1955 8.90 super sports 2-seater, recent, engine, red and silver, terrific performance with 4" looks worth a million.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6479. (C1024)

STANDARD 8

CAR MART, Ltd.,
1947 Standard 8 saloon, 15,000 miles, £465.—Car Mart, Ltd., 550, Euston Rd., N.W.1. Euston 1212. (C1039)

BOOK & PORTER, Ltd.,
1948 Standard 8 saloon, one owner, 20,000 miles, almost unscratched; £445.—Castellan, E.W.13 by Hammersmith Bridge, Riv. 4444. (C1022)

GLANFIELD LAWRENCE offer—
1948 Standard 8 saloon of 12, lube, beige with brown leather, moderate mileage, excellent specimen, £435.—407, High Rd., N.12, Finchley 0091. (C2083)

MAY 1947, Standard 8, of lube saloon, finished in black, one owner, dated December, £355.—Eric Hayes, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. (C3039)

1939 Standard 8 saloon, beautifully maintained by fastidious owner, radio fitted, £305.—GARAGE SERVICE CO., Ltd., 9, Hoop Lane, London, N.W.11, Spentwood 3408. (C2019)

£430—1948 Standard 8hp saloon of lube, black, brown leather, one owner.—Below
£405—1947 Standard 8hp saloon, black, brown leather.—Vanderfields, 215, Havestock Hill, N.W.8 4441. (C1047)

1946 Standard 8 saloon, black, sliding head, £345.—Rev. F. Angus, 23, Davenport Rd., Coventry. (1475)

1947 Standard 8 tourer, exceptional, unscratched, £235; terms, exchangers.—Carmaster, Beckenham 6977. (1797)

1946 (November) Standard 8 saloon, grey, sliding head, 30,000 miles, one owner, excellent condition, £475.—666-678, Garratt Lane, London, S.W.17, Wm. 3031-2. (C4008)

1946 (September) Standard 8 saloon, in perfect condition, one owner.—Mrs. R. K. Linney, Farnfield Hall, Notts. (1961)

1940 Standard 8hp saloon, black, blue interior, very attractive and economical car, taxed, £245. (1954)

COLE'S GARAGES, Worples Rd., Wimbledon, London, S.W.19, Tel. Wimbledon 0195-6. (1954)

1948 Standard 8 drop head coupe, one owner, excellent condition, £395.—Jacquery, Ltd., 225-7, Hammersmith Rd., W.6. Ealing 6077-R. (C3043)

TANKARD & SMITH, Ltd., offer a 1947 Standard 8 saloon, black, 14,000 genuine mileage, immaculate condition, taxed, £475.—236-238, High Rd., N.15, Stamford Hill 3291-2-3. (1626)

1948 model Standard 8 de lube saloon, just reconstructed, fully guaranteed, hardtop, £395, also '39 8 saloon to clear, £250.—A. Z. Motors, Palmerston Rd., N.W.6 Mal. 4723. (C1011)

STANDARD 8

365 gns.—Standard 8, November 1946, saloon, black, sliding head, radio, new tyres, excellent condition, terms, exchangers.—Rowland Smith, below—
325 gns.—Standard 8, September 1946, 4-seater, 1000 cc, black, lube, good tyres, carefully used, excellent condition; terms, exchangers.—Rowland Smith, below.

265 gns.—Standard 8, 1939, de lube saloon, grey, sliding head, blue leather, very good condition; terms, exchangers, 1st, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4043)

TANKARD & SMITH, Ltd., offer 1938 Standard 8 tourer, grey, blue leather, £395.—97, Peckham Rd., London S.E.15. Tel. Rodney 2051. (C4025)

STANDARD 9

TANKARD & SMITH, Ltd., offer 1936 Standard 9 saloon, finished in maroon, good tyres, in very good condition throughout; £169.—97, Peckham Rd., London S.E.15. Tel. Rodney 2051. (C4025)

STANDARD 10

RAYMOND WAY,
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the Hire-purchase Specialists.

1937 model Standard Flying 10 4-door saloon, modern type bodywork, red leather upholstery, excellent condition, engine reconditioned and now in process of running in, steering and brakes overhauled, new battery fitted; 255gns.

HIRE-PURCHASES terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor car or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Cammerbury Rd., Kilburn, N.W.6. (C4047)

1935 Standard 10 de lube saloon, one owner, excellent condition, taxed; £190 or nearest offer.—Greenwich 1504. (1619)

STANDARD 10 saloon, a bargain; £190.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

STANDARD 12

CM.I. CAR SALES (Pri. 6623) offer—
1946 Standard 12 4-door saloon; £425.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

239 gns.—1939 Standard 12 de lube saloon, terms.—Autopins, 5, Balham High Rd., Balham 1509. (C1009)

1948 Standard 12 grey drop head coupe, excellent condition; £525.—Ashfield, 304, Wimbledon Park Rd., Putney 7459. (1450)

1937 Standard 12, excellent mechanical condition, 2225 o.n.o.—Penyale Motors, Ltd., Western Ave., Greenford, Perivale 4724. (1483)

282 gns.—1937 Standard Flying 12 saloon, black/white leather, beautifully maintained.—D. Cuddon-Large, Highams Park, E.A. Larkswood 1614. (1606)

1948 Standard 12 4-seater drop head coupe, one owner, extremely smart car, price £245.—Hall (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (1666)

195 gns.—Standard 12, June 1947, de lube 4-door saloon, black, sliding head, red leather, good condition; terms, exchangers, 1st, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

STANDARD 12 saloon, sunshine roof, finished in black with red leather upholstery, in immaculate condition throughout since new, £405; terms.—Cundor Motors, Ltd., 33, Grosvenor Crescent, W.1, Hyde Park Corner, S.W.1. Ealing 5467/5189. (1707)

£245—Standard 12 Flying model de lube saloon, immaculate and very modern appearance, looks and runs like post-war model, absolute all at this price, choice 70 vehicles, 3 months' guarantee, hire purchase, exchangers.

AMBROS Finchley Showrooms, 421, High Rd., Finchley, N.12, Fin. 3231. (C2052)

STANDARD 14

£350—Standard 14 1939 Flying saloon, original condition, tip-top, tyres as new, many other.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11, Park 5056-7, 150 yards Holland Park Tube, Exchangers, h.p. (C1017)

1947 Standard 14 saloon, two from £465.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

1946 Standard 14 saloon, reconditioned engine, 4 new tyres; £420.—Reckittwood Lane, Hendon, Mss. 2712. (1720)

TO the trade only.—Post-war Standard 14 available from stock ready for your showrooms; we also wish to let cars, may be suitable for yours.

GERRY BROWNE MOTORS, Ltd., 55-57, South End Lane, W.11, Kensington, London, W.11. Western 3551 (3 lines). (C1031)

£285—1939 model Standard 14 de lube saloon, black, beautiful brown hide interior, faultlessly mechanically, bargain.—Bray Motors, 180-184, West End Lane N.W.6, Hampstead 6490. (C1024)

1948 Standard 14hp saloon, grey/blue leather, overhauled mechanically, new valves, pump, silencer, good performance, 29-27mpg, bodywork perfect; £265.—25, Mount Rod Rd., Ealing 0475. (1579)

STANDARD 20

COOMBS & SONS (GUILDFORD), Ltd., offer—
1937 Standard 20 saloon; £225.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1067)

STANDARD VANGUARD

1949 Standard Vanguard Tickford conversion, Tickford, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3391. (C4025)

STANDARD VANGUARD

CAR MART, Ltd.,
1949 Standard Vanguard saloon, radio, heater, 12,000 miles, £625.—Car Mart, Ltd., 550, Park Lane, W.1. Grosvenor 3434. (C1059)

B J. HUNTER, Ltd., offer—
1950 Vanguard saloon, low mileage, very immaculate.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6903. (C2040)

PHILIP RICHARDS, Ltd., offer—
1950 Standard Vanguard saloon, grey, red leather, heater, 30,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4724-5. (C3621)

CM.I. CAR SALES (Pri. 6623) offer—
1950 Standard Vanguard saloon, black; £485.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

WARWICK WRIGHT, Ltd., offer—
1950 Standard Vanguard saloon black, new leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 190, New Bond St., W.1. Mayfair 9761. (C4045)

1950 one owner Vanguard in black, nominal mileage, £725.—A. Z. Motors, Palmerston Rd., N.W.6 Mal. 4723. (1623)

STANDARD Vanguard saloon (1950), black with tan cloth, £695.—Strattons, Ltd., 40, Berkeley Sq., W.1. Mayfair 4401. (1623)

1950 (July) Vanguard saloon, grey, grey leather upholstery, wheel discs, heater, loose covers, one owner, taxed, £669.

1949 Vanguard, first reg. Feb. '52, saloon, tan leather upholstery, heater, H.M.V. push-button radio, left-hand drive, £539.

W J. BROWN, Ltd., established over 20 years, 339, Finchley Rd., N.W.3. Hampstead 3414. (C1065)

1949 (Oct.) Vanguard green saloon, leather, heater, one owner; £505 o.n.o.—Widened, Kensing. Road, 342. (1457)

1951 Standard Vanguard, B.A.T.A. permission, condition as new, £550.—Carr, Bus, Garages, Ltd., High St., Purley, Upl. 4612. (1732)

ORDER your new Vanguard from Albert Furnell, Ltd., and be assured of prompt and efficient service, 15, Manningham Lane, Bradford, Tel. 28827-8. (10214)

1951 Vanguard saloon, 9,000 miles; subject to leave Covenant.—British Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Temple Bar 3568. (C1027)

1949 Standard Vanguard, green, red upholstery, excellent condition throughout, £575 or near offer.—Naylor, 204, Wolverhampton St., Ealing 1823. (1623)

CASSE MOTOR MART—1950 (September) Vanguard saloon, 22,000 miles, radio, heater, leather upholstery, immaculate; £685.—5, Warren St., W.1. Euston 4110. (C1040)

1949 (April) Standard Vanguard saloon, brown, red cloth, loose covers, heater, radio, new tyres, excellent condition; £485.—John Triss, Ltd., Esher 1234. (C1045)

1950 Standard Vanguard estate car, bronze, 16,000 miles, excellent; £795, part exchange, hire purchase, etc.—Cyril Sheppard, of Sheppard & Reading, Sonning 2345-6. (1754)

1951 (July) Standard Vanguard, maroon with beige leather upholstery, fitted heater, B.M.T.A. permission.—Coopers Garages, Ltd., New Milton 21. (1700)

VANGUARD estate car, latest works-built model, under 1,000 only, immaculate, motor, radio, heater, Ltd., Ot. North Rd., East Finchley Station, N.2. Tudor 2301-2. (C5014)

1952 (June) Vanguard estate car, radio and heater, 5,000 miles, only guaranteed as new; £560.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1951 Vanguard, Comet blue, red leather upholstery, 51,000 miles, left-hand drive, good reasons for sale; B.M.T.A. permission; offers.—Gaudin, 44, Bishops Ave., Chatham. (1660)

1949 Standard Vanguard saloon, red leather upholstery fitted heater in superb condition throughout, taxed reg, bargain; £550.—Northway Garage, Swiss Cottage, N.W.3. Primrose 1479. (C3055)

ARRIVE SIMONE & Co., Ltd.—1949 Standard Vanguard saloon, metallic chrome green, upholstered in green leather, fitted radio and heater, one owner only, £624.—94, Ot. Portland Rd., W.1. Lat. 1342. (C4043)

WALTER SCOTT Ltd.—1949 Vanguard metallic green, £575; also 1950, black, £650; one owner cars in exceptional condition; terms, exchangers.—34, Colney 5914. (C4006)

CARR BROS. GARAGES through all branches open week-days and evenings (Soho Garage, Soho Sq., W.1. Ger. 6678-9) (Airstar Garage, off London Rd., Port. Hou. 4006) (Head office, Brighton Rd., Purley, Surrey, Uplands 1811-2-3-4) greatest bargains on Vanguard saloons or utilitas from £550 upwards; 1950 saloon for £550. (1721)

STANDARD MISCELLANEOUS

SALES, service, spares.
STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. 698-3, (0652-R)

Standard Miscellaneous Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Standard cars 150 Park Lane, W.1. Grosvenor 3434. (10673 R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Miscellaneous Cars Wanted

R **BOWLAND SMITH'S**, the Standard buyers—Hampstead Heath St. (Hampstead Tube) Ham. 6041.
S **STANDARD** in good condition for cash—Tel. Vauxhall 2098 or 4651. (1942)
XXX Cash immediately for good Standard—H. F. Edwards, 28, Upper High St., Epsom S400. (19220)
MARSTON MOTOR CO., Ltd., for your Standard—N. 15. Sta. 6000—Seven Sisters Rd., Tottenham, 1041 R.
C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition. May 3261. (19343)
1952 Vanguard saloon or estate car wanted, preferably with radio, heater and overdrive—Stoneycroft, Marnham, Kewick. (1594)
STARNES MOTORS, 103, Chickwood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Chis. 2480. 1041 R.
I your car is in London and is a post-war model it can be seen and purchased within the hour by phoning Wintland 6666 and asking for our London representative.
LAMB'S, Ltd., Standard House, Southfield Rd., Woodford, Essex. (19250)

Standard Spares and Service

S&T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all makes, manufacturers' agents stocked in Britain of spares and service exchange assemblies—Standard & Triumph Sales, Ltd., London Distributors, Junction of Bowley Rd. and Aisle Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).
STANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 28439.
RECONDITIONED exchange engines—Tamworth Park Autos, 54, Tamworth Park, Mitcham, Mitcham 2850.
STANDARD and Triumph spares—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Motville, Chichester, Sussex. (1586)
STANDARD spares, all models from 1934 by return of post, genuine factory replacement engines, quote commission supplier when ordering.
WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby, Tel. 5480. (10475)
STANDARD spares all models from 1935; replacement units; complete overhauls, reconditioning—Puticks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. (1200)
STANDARD spares for all models; largest provincial stockists—Hollandsdrake Automobile Co., Ltd., Salford, (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 352).
ROCKHURST GARAGE—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned units—Dunrobin Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.
LANKESTER ENO, Co., Ltd. (distributors in Surrey since 1911) all range of spares, phone, grille or cable; orders dispatched immediately—35-43, Eden St., Kingston. Kin 151-4.
J. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models. The Standard specialists for over 14 years—117-119, Wilmor Road, Bromley, Kent. Har. 5476-7-8-9.
SPRINKS TWICKENHAM, Ltd., 45-101, Heath Rd., Twickenham, Middlesex—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service—Poppesgrove 1055-6-7-8-9.
HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months. Gilrings and Hendrix stockists. Acted Ave., Finchley, N.3. 10002 R.
STUDEBAKER
1940 model Studebaker President, radio, heater, etc. £390.
PETER BARTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725 5070.
RHD late 1951 Studebaker Land Cruiser 4-door saloon, new V-8 engine, body. £1,350.
RHD late model Studebaker, colour black; £1,350.
Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.5. Kensington 3858.
SIMPSON'S MOTORS (WEMBLEY), Ltd.—For full list see advertisement under "American Cars."
1951—1957 Studebaker 20hp 4-door saloon, leather interior, excellent runner—Bray Motors, 165-164, West End Lane, N.W.6. Hampstead 4290.
STUDEBAKER Champion, 1942 first reconditioned 1945, first hand coupe, colour black fitted with wireless, very up-to-date condition, bargain. £1,350.
Cunningham 1191. (192007)
Studebaker Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 3901 3905. (194015 R)

STUDEBAKER

1940 model Studebaker President, radio, heater, etc. £390.
PETER BARTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725 5070.
RHD late 1951 Studebaker Land Cruiser 4-door saloon, new V-8 engine, body. £1,350.
RHD late model Studebaker, colour black; £1,350.
Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.5. Kensington 3858.
SIMPSON'S MOTORS (WEMBLEY), Ltd.—For full list see advertisement under "American Cars."
1951—1957 Studebaker 20hp 4-door saloon, leather interior, excellent runner—Bray Motors, 165-164, West End Lane, N.W.6. Hampstead 4290.
STUDEBAKER Champion, 1942 first reconditioned 1945, first hand coupe, colour black fitted with wireless, very up-to-date condition, bargain. £1,350.
Cunningham 1191. (192007)
Studebaker Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 3901 3905. (194015 R)

STUDEBAKER

1926 14-30 Studebaker touring, original owner wishes to sell to someone who appreciates this car's qualities, carefully maintained by chauffeur, price \$10,000—Prideaux-Burne Thirt Wood, Loughborough. (1979)

Sunbeam Spares and Service

COMPTON CAR SERVICE, Ltd.—Sunbeam spares, service—Shandon Garage, Aislebury Rd., S.W.4. Tel. 4505. (10515 R)
CROWN shafts and pinions for every model of Sunbeam—Barrow & Childs, Ltd., Penden, Manchester. (19081)

SUNBEAM-TALBOT

GUY SALMON AUTOMOBILES offer—
1950 Sunbeam-Talbot 90, immaculate; £450—Portsmouth Rd., Thames Ditton, Surrey. (19231-2-3)

SUNBEAM-TALBOT

CAR MART, Ltd.
1948 Sunbeam-Talbot 10hp drop head coupe, guaranteed; £295—Car Mart, Ltd., 250, Euston Rd., N.W.1. Euston 1212.
NORMAN AUTOS offer—
£350—1952 Sunbeam-Talbot 10 saloon, reconditioned engine, many extras, written guarantee, terms, exchange.
NORMAN AUTOS, 546-554, London Rd., W. Crofton, Thornton Heath 4657. (1718)
ARTHUR MULLINER, Ltd., offer—
1946 (Oct.) Sunbeam-Talbot 2-litre sports saloon, immaculate gunmetal finish with grey leather upholstery, fitted radio and wind-up horn, beautifully maintained and a delightful motor car from every point of view, several later models (90s) available; fully guaranteed; our stock is continually changing and we shall be pleased to forward our latest comprehensive list with details of any additions in the particular price or h.p. range you require.
ARTHUR MULLINER, Ltd., Brides St., Northampton, Tel. 307. (C5019)
WARWICK WRIGHT, Ltd., offer—
1952 Sunbeam-Talbot 90 saloon, black, fawn leather, heater, 5,000 miles.
1952 Sunbeam-Talbot 90 drop head coupe, green, red leather, 2,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. May 2781. (C406)

1951 (May) 90, black, covers, lovingly maintained, 13,000 miles; £1,150—Derwent 107. (1560)
SUNBEAM-TALBOT 10 d.h. coupe, 1939, reconditioned engine, resp. 2480, 1480, 1380, 1280, 1180, 1080, 980, 880, 780, 680, 580, 480, 380, 280, 180, 80, 70, 60, 50, 40, 30, 20, 10, 0. (1934)
TANKARD & SMITH, Ltd., offer a 1950 Sunbeam-Talbot 10hp saloon, ref. 773, 228-232. (1937)
1951 Sunbeam-Talbot 90 saloon, satin chrome, mileage 1,000, 650 extras, condition as new; £1,075. Tel. Chisleham 5770. (1944)

1946 Sunbeam-Talbot 10hp touring, grey, small mileage, excellent condition; 2,485. Dillons, Ltd., Staines, Middlesex. Tel. 801. (C1074)
£425—Sunbeam-Talbot 10 1940 d.h. coupe, special paint, metal interior to match, 1775 as new, choice 2, many others.
BENNETT, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (1944)
1939 Sunbeam-Talbot 10 1940 d.h. coupe, new hood, 1775. Smith 25, Hunter, Ltd. 578, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

1951 Sunbeam-Talbot 90, steel grey, R.M.V. radio, 10,000 miles; no dealers; £1,150—Box 2521. (1490)
SUNBEAM-TALBOT 90, 1951-52 drop head coupe, 2,000 miles only, positively unsold, best offers.
Facilities, Ltd., 64, High St., Epsom, Surrey. (1920)

SUNBEAM-TALBOT 1950, beach green, excellent condition, 1,000 miles, 1951-52 drop head coupe, 2,000 miles only, positively unsold, best offers.
New York St., Manchester 13. Tel. Act. 5616. (1513)

1949 Sunbeam-Talbot 90 saloon, exceptional car, L.D.s. 65, Great Portland St., W.1. Langham 2361-2.
1951 Sunbeam-Talbot 90 saloon, small mileage, 1,013, immaculate. £1,150—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Morden 2208. (C4011)

1949 Sunbeam-Talbot 90 saloon, one owner, black, leather, heater, year 1950—R. & S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)

CAMDEN MOTORS—Sunbeam-Talbot 90 saloon, 1951, latest type model with independent front suspension and 2-litre 10hp engine, black/beige distributor, maintained in excellent condition throughout; £595.
CAMDEN MOTORS—Sunbeam-Talbot 10hp drop head coupe, 1947, in metallic silver, with maroon hood (brand new last month) and maroon leather upholstery, very stylish looking car, best and economical engine, brakes and steering overhauled; £575.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939 model, attractive, suede green coachwork, leather, thoroughly recommended and offered with written guarantee; £1,200.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939 model, attractive, suede green coachwork, leather, thoroughly recommended and offered with written guarantee; £1,200.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939 model, attractive, suede green coachwork, leather, thoroughly recommended and offered with written guarantee; £1,200.

1951 latest type model with independent front suspension and 2-litre 10hp engine, black/beige distributor, maintained in excellent condition throughout; £595.
CAMDEN MOTORS—Sunbeam-Talbot 10hp drop head coupe, 1947, in metallic silver, with maroon hood (brand new last month) and maroon leather upholstery, very stylish looking car, best and economical engine, brakes and steering overhauled; £575.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939 model, attractive, suede green coachwork, leather, thoroughly recommended and offered with written guarantee; £1,200.
CAMDEN MOTORS—Sunbeam-Talbot 10hp sports car, 1939 model, attractive, suede green coachwork, leather, thoroughly recommended and offered with written guarantee; £1,200.

1951 latest type model with independent front suspension and 2-litre 10hp engine, black/beige distributor, maintained in excellent condition throughout; £595.
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Sunbeam-Talbot Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Sunbeam-Talbot cars—220, Euston Rd., N.W.1. Euston 1214. (1916 R)
R **ROOTES.**
D **DISTRIBUTORS.**
R **REQUIRE** modern low-mileage Sunbeam-Talbot cars.
B **BIRMINGHAM**—Lower Temple St. (Central) 8411.
M **ANCHESTER**—129, Deansgate (Blackfriars) 6677.
M **HAIDSTONE**—(Maidstone) 5353.
C **CANTERBURY**—(Canterbury) 5252.
R **ROCHESTER**—(Chatham) 2251.
W **WROTHAM** Heath (Borough Green) 4.
R **ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1011 R)
R **ROWLAND SMITH'S**
R **ROWLAND SMITH'S**, the Sunbeam-Talbot buyers—Hampstead Heath St. (Hampstead Tube) Ham. 6041. (1090 R)
P **PHENIX MOTOR CO. (SURREY), Ltd.**, High St., Sutton, Surrey, Vauxhall 1121.
XXX Cash immediately for good Sunbeam-Talbot H. F. Edwards, 28, Upper High St., Epsom S400. (19220)
C **CRIPPS**, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46591. (1062 R)
B **BIRMINGHAM** and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 160-161, Newhall St., Birmingham, and Lower Temple St., Birmingham. (1069 R)

TALBOT
TALBOT 10 1936 sports saloon; £180—Kelsey, Craigmiles, The Grove, Bearded, near Maidstone 4707. (1521)
TALBOT 1933 model 75 saloon, crash box, in very good condition, 1934, 435—Ellis & Sons, Motors, Kilburn Rd., Kilburn 6240. (1195)
£275—(1936, May) Talbot 10 sports touring, new battery, side screens, excellent runner, smart appearance—F. A. Horner & Co., 473-480, Leadenhall Lane, N.22. Bowes Park 1665. (1192)
£285—(1938, September) Talbot 10 2-door sports saloon, immaculate, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297

The Autocar

TRIUMPH

UTILITY CARS

UTILITY CARS
UNREGISTERED Ford Mercury reconitioned pick-up
 in excellent condition: \$375.—Below.
1947 model Hillman 10 estate car, low mileage
 \$475.—Jacquier, Ltd., 225-7, Hammermill
 Rd., W.S. Riverside 6677-8. [C206]

1939 Morris 8 utility, excellent condition; £165.
3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.

1951 (April) A.70 shooting brake, 6 seats, cost
£1,200, 10,000 miles; £795.—Holland, Lee
Green 4997, 9 a.m.-5.30. [1576]

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's, Maden, Rushmore Agents, Harrow. Tel. 6225-6. [1342]

1941 Humber Snipe station wagon, seats 10, excellent chassis, taxed year, ready for work; £150.—White Hall, Shepherdswell, Nr. Dover. Shep

BRAND new!!! Standard estate car due immediate delivery, list price; terms, exchanges.—Home and Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead W82-9

£495 !!!—1947 Hillman Minx 10hp estate utility. bodywork literally like brand new, whole vehicle beautifully and immaculately maintained; this vehicle is outstanding and only wants seeing. —Below

£495 !!!—Regd. 1948 Ford V.6 30hp utility, with magnificent wood body similar to American styling, in excellent condition throughout.—Below.

£444 !!!—1950 (regd.) Standard 14, fitted excellent wood body and fold-flat seats in rear.

L 1948 AMBS. Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052 Hillman Phase 2 estate car, grey, with brown leather.

345 gns.—Austin A40, May 1949, Countryman, pastel green, heater, fold-flush, moon, parking, side

195 gns.—Alvis 14, July 1947, shooting brake, 4-door, 5-cylinder coachbuilt body, manager, and 4-door.

365 gns.—Fordson, October 1947, 10hp 4-seater

95 gns.—Lincoln Zephyr 1937 57hp V.12 4-door 8-seater station wagon, natural timber body,

all round removable rear seats, rear entrance.
carefully used, excellent condition; terms, exchanges;
at; open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Hampstead Tube), Hampstead 6041.
[C4018]

000 miles, 1952. Austin A40 Countryman; subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple 3588. [C1027]

285 excellent condition, engine just overhauled.
 gain.—Bray Motors, 180-184, West End Lane, N.W. 6.
 Hampstead 6490. [C1024
 HOOTING brake on 2½-litre Daimler (July 1938)

HOOTING brake on 2½-litre Daimler (July 1948)
chassis, excellent condition; lower mileage; very
ready, fast and roomy; low price accepted.—Tel. Allo-
y 525 after 7 p.m. (1178)

one private owner, guaranteed genuine 24,000 miles, maintained throughout, irreproachable condition, excellent coachwork, interior, performance, mechanical condition beyond criticism, new tyres; first 569gns secures;

TILITIES! Station waggons!! Hudson 6 station wagon, natural wood body, drop tailboard, twin rear wheels, trumpet horns, \$1195. Malabar, 16, Exchange, Home & Overseas Motors, 160, Finch Rd., N.W.3. Hampstead 0087/9. [1678]

tion wagon, coachbuilt body, heavy duty springs, re-
painted, £175; Chevrolet 10-seater American built brake,
7 reg., repainted and chromed to choice, snip, £235
h.p. spare engine; h.p. terms arranged.—Ellbank Motors,
Bank Rd., Ellbank, 2240.

Utility Cars Wanted
OWLAND SMITH'S the Utility car buyers.—Hampstead High St (Hampstead Tube), Ham. 6041.
[1878

HY accept less for your utility when you get
its full market value from Ferraris of Cricklewood,
200-220, Cricklewood Broadway, N.W.2. Gladstone
[W2D6]

39 Vauxhall 10 12; bargain; £265.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C40]9

375 !!!—Unrepeatable offer, October, 1946, Vauxhall 10 4-door saloon, original black finish

WIMDEN MOTORS, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035

VAUXHALL 12
47 Vauxhall 12 saloon, black; £495.
TER BANTOCK CAR SALES, 104, High Rd., Chis-

48 (July) Vauxhall 12, mileage 16,000, one owner, as new; £600.—Elmbridge 3839. (1785)

46 Vauxhall 1200 4-door, saloon, black, brown leather upholstery, sliding roof, radio, owner; 18,000 miles only; taxed year; £295.
J. BROWN, Ltd., established over 50 years.

47 Vauxhall 12, one owner immaculate; £425.
terms, exchanges.—Car Masters, Beckenham

Sept. 1901

NEW CARS FOR SALE

SELBORNE (MAYFAIR), Ltd.—Concessionaires for O.B. Brit. Empire, U.S.A.—62, Park St., W.1. (1952) R

DELAHAYE
SELBORNE (MAYFAIR), Ltd.—Concessionaires for O.B. Brit. Empire, U.S.A.—62, Park St., W.1. (1952) R

FORD
DAGENHAM MOTORS, Ltd.—Ford main dealers

56—Park Lane, W.1. Recent 4866, 374, Ealing Rd., Alperton, Middlesex, 3388, And 8 and 12, Banger Rd., Cardiff, S.E.6. Hither Green 4521. (19106)

ORDERS accepted for future delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.3. Bri. 6251. (0754) R

RTHUR E. GOULD, Ltd.—main Ford dealers: sale. A Regent St., W.1. and 9-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chertsey St., W.C.1. Museum 6773 (1952) R

F. H. PEACOCK, Ltd.—main Ford dealers.—Sales and service coachbuilding, insurance—219-221, Balham High Rd., S.W.17. Balham 2401 (15 lines). 104, Ford Rd., Poolestone. Froilestone 51222 (2 lines). (1099) R

FRAZER NASH
REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Miles Miglia models, should be addressed to A.P.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 60. (1947) R

HEALEY
IN stock for immediate delivery:—

B—Brand new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery, also Tickford sports season for quick delivery.

J. C. ALKINER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795-6 (7708)

SOUTH WALES—Mon. main distributors for Healey products, early delivery offered.—Glantien Lawrence, Ltd., 2 City Rd., Cardiff 10. (1962) R

1952 Healey with Tickford sports saloon, dual carburetor and large trim, for quick delivery. Full details: Northampton Motor Services, Ltd., Northampton. Tel. 31378. (1059) R

H.A.R.G.
HAROLD RADFORD & Co., Ltd.—sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6645 (5 lines). (19347) R

HUMBER
FOR early delivery new Humber 1.6 h.p. chassis fitted dual-purpose Tickford de luxe estate body.—Enquiries Tickford Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (194029)

NEW Humber Pullman 7-passenger limousine available immediate delivery, coachwork by Thrupp & Maberly, outstanding value, £2,171/10, illustrated catalogue on request, may be quote you for your present car in exchange.

HERBERT ROBINSON, Ltd., Cambridge. Tel. 4461. Tel. 5044. (19363)

NEW Humber Super Snipe saloons at the new price of £1,292/12/3 including purchase tax, no declaration forms or covenants required, available for nearly immediate delivery.—Full details and illustrated catalogue on request from Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Kensington 2466. (19105)

JAGUAR
HENLYS, Ltd.—

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvener 2267) R

ENLY House, 385 Euston Rd., N.W.1. (Euston 4444) R

MANCHESTER—1-5, Peter St. (Blackfriars 7945) R

COOMBS & SONS (GUILDFORD), Ltd.—for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. (19244) R

JOWETT
HAROLD RADFORD & Co., Ltd., 9, Albemarle St., W.1. Grosvener 5551.

BENTLEY & PARTNERS, Ltd.—9, Albemarle St., W.1. Grosvener 5551.

MAIN agents for Javelin and Bradford; deliveries from stock.

JOWETT Sales and Service.

CLARK'S OF PIREBRIGHT, automobile engineers.—C. Pirebright, Surrey, Tel. Brookwood 2201-2 (5 lines). (1979) R

ARNOLDS OF MANCHESTER.

MAIN agents for Jowett Javelin cars and Bradford vans.

SPARES, sales and service.

DEMONSTRATION car available.

WILLIAM ARNOLD, Ltd.—Upper Brook St., Manchester, 13. Tel. Ardwick 4361. (1919) R

HAROLD RADFORD & Co., Ltd.

JAVELIN and Bradford main agents.

SALES and Service.

HAROLD RADFORD & Co., Ltd.—Melton Court, South Kensington, S.W.7. Tel. Kensington 6645 (5 lines). (19347) R

COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd.—Barnet, Herts. Tel. Barnet 4100. (1951) R

NEW Jowett Jupiter special coupe, immediate delivery.

Autowork, Ltd.—Winchester. Winchester 4854. (191010)

JOWETT—East Surrey's leading agents for Javelin and Bradford vans.—Carr Brook, Egham St., Putney, London 8812. (19274) R

JOWETT
NEW Jowett Bradford 10cwt van for immediate delivery.—Wimbush & Co., Ltd., Jowett Main Agents, Abbey House, Victoria St., S.W.1. Abbey 4496. (19709)

KINGSTON-ON-THAMES main agents for Jowett. Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1. Weston Park, Kingston 2241-2. (19680) R

JOWETT main agents for Manchester.—Saxon Jeffries, Ltd., 12, Wilmot St., Salford, Manchester, 20. Tel. Did. 5446, 5540. Spares in stock. (19442) R

WIMBUSH & Co., Ltd.—Headfort Place, S.W.1. offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0155. Prompt delivery. (19167) R

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercial, spares sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 506-7553. (19504) R

TRINITY CARS, Ltd.—Jowett main agents. 100 early deliveries of Javelins, Jupiters and Bradfords; demonstrators available.—34, North Side, Wandsworth Common, S.W.19. Vandeke 1185. (194034) R

EDINBURGH—Jowett Javelin and Jupiter cars and Bradford commercial vehicles; full range of spares.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. Central 6294. (19289) R

CARR BROS. GARAGES, Head Office, Brighton Rd., Purley, Surrey. offer greatest attention car delivery, deferred payments, service after sales on any of the Jowett range; demonstrations anywhere without obligation, part exchange.—Tel. Uplands 4811-2. (1728)

KAISER-FRAZER concessionaires for Great Britain: sales, service, cars diplomatic and U.S. Service personnel supplied direct from U.S.A.—Sheele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 1955. (19309) R

LAGONDA
J. BLAKE & Co., Ltd.—

LAGONDA distributors.

OFFER for immediate delivery:—

LAGONDA saloon and Lagonda drop head coupe; part exchange considered.

J. BLAKE & Co., Ltd., 110, Bold St., Liverpool. "Grams Autocar, Liverpool, Tel. Royal 6622 (10 lines). (1772)

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6645 (5 lines). (19347) R

PIPPROCK GARAGE—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking. (19159)

LEA-FRANCIS
WEST Yorkshire distributors of Lea-Francis cars.—Marshall (Hullifax), Ltd., King's Cross Rd., Halifax, Tel. 5044. (19470) R

J. C. ALEXANDER, Ltd.—main distributors in the J. North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. (19347) R

LEA-FRANCIS Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms: 221, High St., Derrit, 12, Works: 106, Alcester Rd., Moseley 15. (1979) R

SOUTH WALES—Mon. main distributors for Lea-Francis products, early delivery offered.—Glantien Lawrence, Ltd., 2 City Rd., Cardiff (Tel. 20531). (19663) R

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600) Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Haywater 6526-7). (19257) R

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PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-3. Also at Pontiac Works, Fernbank Rd., Acot, Berke. (19550) R

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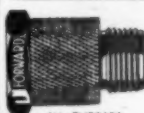
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